SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SALT LAKE DIVISION

53

To Take Effect Sunday, June 12, 1938, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

L. B. McDONALD,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

J. C. GOODFELLOW,
Superintendent.

EASTWARD

SPARKS SUB-DIVISION

WESTWARD

Capacity of sidings in car lengths	566	564	562	560	102	48	606	14	28	88	Distance from San Francisco		Time Table No. 53 June 12, 1938 STATIONS		Distance from Imlay	21	27	87	49	101	605
	SECOND CLASS				FIRST CLASS											FIRST CLASS					SECOND CLASS
	Freight	Freight	Freight	Freight	Streamliner City of San Francisco	Forty-Niner	Mixed	Pacific Limited	San Francisco Overland Limited	Challenger						Pacific Limited	San Francisco Overland Limited	Challenger	Forty-Niner	Streamliner City of San Francisco	Mixed
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave See Footnote	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive See Footnote	Arrive Daily Ex. Sunday
Yard POWYTBK	10.50PM	2.40PM	8.35AM	2.45AM	10.45PM	7.30PM	7.15PM	5.30PM	6.30AM	5.25AM	246.2	A. B. S.	TO-R SPARKS	D.T.	138.1	s 12.15PM	s 8.15PM	s 9.35PM	s 1.15AM	s 12.55AM	s 6.35PM
													2.9								
N S 54 P	11.00	2.50	8.45	2.55	10.49	7.36	7.22	5.36	6.35	5.31	249.1		VISTA		135.2	12.08	8.08	9.28	1.09	12.50	f 6.25
													4.0								
54—106 P	11.07	2.58	8.53	3.03		7.40	f 7.29	5.41	6.39	5.36	253.1		HAFED		131.2	12.03PM	8.03	9.23	1.05	12.45	f 6.18
													4.2								
53—102 PW	11.15	3.06	9.01	3.11		7.45	f 7.37	5.46	6.44	5.42	257.3		DITHO		127.0	11.58AM	7.58	9.17	1.00		f 6.10
													4.8								
54— 87 P	11.23	3.14	9.09	3.19	11.01	**7.50**	f **7.50**	**5.52**	6.50	5.48	262.1		TO CLARK		122.2	11.53	**7.50**	9.11	12.54	12.35	f **5.52**
													4.6								
90— 53 P	11.31	3.22	9.17	3.27		7.55	f 8.04	5.57	6.54	5.54	266.7		THISBE		117.6	11.47	7.40	9.05	12.48		f 5.34
													4.7								
104— 48 PW	11.38	3.30	9.25	3.35		8.00	f 8.11	6.02	6.59	6.00	271.4		GILPIN		112.9	11.41	7.34	8.58	12.43		f 5.27
													4.7								
Yard PY	11.45	3.38	9.33	3.43	11.15	8.05	s 8.30	f 6.08	7.04	6.06	276.1		TO-R FERNLEY		108.2	f 11.35	7.28	f 8.51	12.37	12.21	s 5.20
													4.3								
52—105 P	11.52PM	3.45	9.40	3.50		8.09	**8.46**	6.13	7.08	6.11	280.4		ARGO		103.9	11.29	7.22	**8.46**	12.32		5.08
													4.0								
87— 55 P	**12.14AM**	3.51	9.47	3.57			8.55	6.17	7.12	6.16	284.4		PATNA		99.9	11.24	7.17	8.41		**12.14**	5.00
													3.7								
Yard POWYTBK	**12.24**	4.07	10.03	4.12	11.24	8.17	s 9.01PM	s 6.27	s 7.20	s 6.25	288.1		TO-R HAZEN		96.2	s 11.18	s 7.11	s 8.35	**12.24**	12.11	4.50PM
													4.4								
54 110 P	12.34	4.17	10.13	4.22		**8.21**		6.34		6.31	292.5		MASSIE		91.8	11.07	7.00	**8.21**	12.19		
													4.9								
54—105 P	12.42	4.27	10.22	4.32		8.26		6.40	7.29	6.37	297.4		FALAIS		86.9	11.01	6.55	8.12			
													4.6								
88— 54 P	12.49	4.35	10.30	4.40	11.34			**6.50**		6.43	302.0		UPSAL		82.3	10.56	**6.50**	8.06	12.10	12.01AM	
													4.8								
53—108 P	12.57	4.43	10.38	4.48		8.35		6.59	7.38	6.49	306.8		DESERT		77.5	10.51	6.45	8.01			
													4.9								
106— 55 PW	1.05	4.53	**10.46**	4.56				7.05		6.55	311.7		PARRAN		72.6	**10.46**	6.40	7.55	12.01AM		
													4.4								
104— 54 P	1.12	5.00	10.55	5.03	11.44	8.44		7.10	7.47	7.00	316.1		HUXLEY		68.2	10.41	6.35	7.50		11.50PM	
													3.9								
54—105 P	1.18	5.06	11.01	5.09				7.14		7.04	320.0		OCALA		64.3	10.37	6.31	7.46	11.52PM		
													4.2								
53—106 P	1.25	5.13	11.08	5.16		8.52		7.19	7.55	7.09	324.2		MIRIAM		60.1	10.32	6.26	7.41			
													4.2								
59—101 P	1.32	5.20	11.15	5.23	11.53PM			7.24		7.13	328.4		TOY		55.9	10.27	6.22	7.37	11.44	11.41	
													3.4								
110 P	1.39	5.27	11.22	5.30		8.59		**7.29**	8.03	7.17	331.8		TOULON		52.5	10.23	6.18	**7.29**			
													4.6								
110 P	1.47	5.35	11.30	5.38				7.34		7.22	336.4		GRANITE PT.		47.9	10.18	6.13	7.21			
													4.1								
21 PY	1.54	5.42	11.37	5.45	12.02AM	9.07		7.39	8.11	7.27	340.5		PERTH	D.T.	43.8	10.13	6.08	7.16	11.32	11.32	
													3.8								
135—132 PW	2.04	5.54	11.49AM	5.57		9.11		s 7.49	8.19	s 7.37	344.3		TO LOVELOCK		40.0	s 10.08	6.02	s 7.11	11.27	11.28	
													4.7								
Spur 8 P	2.16	6.07	12.02PM	6.10				7.57	8.26	7.45	349.0		KODAK		35.3	9.57	5.52	7.00			
													4.2								
Spur 78 P	2.26	6.21	12.16	6.24				8.03	8.32	7.51	353.2		WOOLSEY		31.1						
													4.6								
Spur 46— 46 PW	2.34	6.34	12.29	6.37	12.18	9.24		f 8.12	8.37	7.57	357.8		OREANA		E.B. 26.3 W.B. 26.5	f 9.48	5.44	6.52	11.14	11.17	
													8.2								
134 Center P	2.51	6.52	12.47	6.55		9.33		8.24	8.48	8.08	366.0		RYE PATCH		18.1 18.3	9.38	5.34	6.42			
													6.8								
Spur 9											372.6		VALERY		11.5 11.5						
													4.4								
142 Center PW	3.09	7.17	1.02	7.20	12.34			8.36	8.59	8.20	377.0		HUMBOLDT		7.1 7.1	f 9.26	5.22	6.30	10.53		
													7.1								
Yard POWYBK	3.30AM	7.35PM	1.20PM	7.40AM	12.40AM	s 9.52PM		s 8.45PM	s 9.08AM	s 8.30AM	384.1		TO-R IMLAY		0.0 0.0	9.15AM	5.12PM	6.20PM	10.45PM	10.54PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive See Footnote	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(138.1)		137.9 138.1	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave See Footnote	Leave Daily Ex. Sunday
	(4.40) 29.55	(4.55) 28.04	(4.45) 29.01	(4.55) 28.04	(1.55) 71.94	(2.22) 58.26	(1.46) 23.71	(3.15) 42.43	(2.38) 52.36	(3.05) 44.72			.....Time over District..... ...Average speed per hour...			(3.00) 46.00	(3.03) 45.27	(3.15) 42.49	(2.30) 55.64	(2.01) 68.47	(1.45) 23.94

Vista: Schedule time and train orders apply at end of double track.

Hazen: Schedule time and train orders of first-class trains apply at north siding and of other trains at south siding.

Perth: Schedule time and train orders apply at end double track.

Lovelock: Schedule time and train orders of eastward trains and westward first-class trains apply at train-order office.

No. 102 leaves 2nd, 8th, 14th, 20th and 26th of each month.

No. 101 leaves 6th, 12th, 18th, 24th and 30th of each month.

No. 48 leaves 5th, 11th, 17th, 23rd and 29th of each month.

No. 49 leaves 3rd, 9th, 15th, 21st and 27th of each month.

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction, except, No. 102 and No. 101 are superior to all other first-class trains.

RULE 85. Extra trains must not run ahead of No. 605 without train-order authority.

RULES 85, 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes, and other trains and engines must clear the time of Streamliner No. 101 and No. 102 not less than fifteen minutes.

Nos. 27 and 28 reduce speed to 15 miles per hour at Fernley to dispatch U. S. Mail.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21 & 27	Any Station	Discharge		Cheyenne
87	Any Station	Discharge		Ogden or East
87	Any Station	Receive	Reno or West	
28	Any Station	Discharge		Colfax or West
28	Any Station	Receive	Points beyond Ogden	
88	Any Station	Discharge		Sparks or West
88	Any Station	Receive	Ogden or East	

EASTWARD WINNEMUCCA SUB-DIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS					FIRST CLASS					Distance from San Francisco	Time Table No. 53 June 12, 1938	Distance from Carlin	FIRST CLASS						SECOND CLASS	
	578 Freight	576 Freight	574 Freight	572 Local Freight	570 Freight	48 Forty-Niner	14 Pacific Limited	28 San Francisco Overland Limited	88 Challenger	102 Streamliner City of San Francisco				21 Pacific Limited	27 San Francisco Overland Limited	87 Challenger	49 Forty-Niner	101 Streamliner City of San Francisco	1 Western Pacific Scenic Limited	77 Western Pacific Fast Freight	61 Western Pacific Fast Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave See Footnote	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive See Footnote	Arrive Daily	Arrive Daily	Arrive Daily
Yard POWYBK	5.15 PM	1.25 PM	6.10 AM	4.00 AM	12.45 AM	9.57 PM	8.50 PM	9.13 AM	8.35 AM	12.40 AM	384.1	TO-R IMLAY 4.6	150.2	s 9.07 AM	s 5.05 PM	s 6.15 PM	s 10.40 PM	10.54 PM			
Spur 62 P							f 9.00	9.20	f 8.45		388.7	MILL CITY 8.3	145.6	f 9.00	4.58	f 6.07					
135 Center W							9.10		8.55		397.0	COSGRAVE D. T. 9.6	137.3	8.49				10.44			
40 Storage P	6.00	2.10	6.55	4.55	1.30	10.20	9.22	9.40	9.07	1.01	406.6 406.8	ROSE CREEK 5.3	127.7	8.38	4.38	5.47	10.15	10.36			
108 P	6.10	2.20	7.05	5.05	1.40		9.28	9.45	9.13		412.1	BENIN 5.2	122.4	8.32	4.32	5.41					
102—113 PW	6.25	2.35	7.20	5.50	1.55	10.31	s 9.38	s 9.55	s 9.23		417.3	TO WINNEMUCCA 3.6	117.2	s 8.25	s 4.25	s 5.34	10.04				
PI	6.35 PM	2.45 PM	7.30 AM	6.00 AM	2.05 AM	10.35 PM	9.45 PM	10.02 AM	9.30 AM	1.14 AM	420.9	TO-R WESO 2.4	113.6	8.15	4.17	5.24	10.00	10.23	11.48 PM	7.00 AM	2.20 PM
109 P											423.3	TULE 5.6	111.2	8.12							
88 P											428.9	EGLON 5.1	105.6	8.06							
100 PW											434.0	TO GOLCONDA 5.3	100.5	f 8.00	4.02	f 5.08	9.46	10.11	f 11.32	6.35	2.00
Spur 54 53 P											439.3	PREBLE 4.2	95.2	7.54	3.57	5.02			11.27		
Spur 54 P											443.5	COMUS 4.6	91.0	7.50			9.36	10.04			
53— 53 P											448.1	IRON POINT 4.6	86.4	7.45	3.48	4.53			11.18	6.10	1.35
Spurs 52 54 P											452.7	HERRIN 4.7	81.8	7.40							
Spur 54 53 P											457.4	STONE HOUSE 3.9	77.1	7.35	3.39	4.44			11.09		
78 POW											461.3	VALMY 5.0	73.2	f 7.31			9.19	9.52		5.50	1.15
108 P											466.3	A. B. S. MOTE 4.6	68.2	7.24	3.30	4.35			11.00		
79 P											470.9	PIUTE 4.9	63.6	7.18							
78— PW											475.8	TO BATTLE MOUNTAIN 6.2	58.7	s 7.12	s 3.20	s 4.24	9.05	9.42	f 10.50	5.15	12.40
78 P											482.0	ROSNY 5.7	52.5	7.01							
76 P											487.7	ARGENTA 5.2	46.8	f 6.55	3.07	4.10			10.37		
109 P											492.9	MOSEL 5.6	41.6	6.49			8.48	9.29			
54 53 P											498.5	SHOSHONE 5.2	36.0	f 6.43	2.56	3.59			10.26	4.35	12.01 PM
Spurs 53 53 P											503.7	LADOGA 4.5	30.8								
106 PW											508.2	TO BEOWAWE 4.5	26.3	f 6.33	2.46	f 3.48	8.33	9.16	f 10.15	4.15	11.40 AM
Spur 53 54 P											512.7	CLURO 4.3	21.8	6.27	2.41	3.41			10.09		
Spurs 54 54 P											517.0	HARNEY 4.6	17.5	6.22	2.36	3.36			10.04		
Spurs 53 P											521.6	GERALD 3.6	12.9	6.16	2.30	3.30	8.18	9.02	9.58	3.50	11.15
I											525.2	E. N. Crossing 0.3	9.3								
I											525.5	E. N. Crossing 0.2	9.0								
56— 59 PW											525.7	TO PALISADE 5.5	8.8	s 6.10	2.24	f 3.23			f 9.51	3.40	11.05
89 P											531.2	TYROL 3.3	3.3								
Yard POWTBK											534.5	TO-R CARLIN	0.0	5.55 AM	2.10 PM	3.07 PM	8.00 PM	8.46 PM	9.35 PM	3.10 AM	10.35 AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wed., Fri.	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote		(150.2)		Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave See Footnote	Leave Daily	Leave Daily	Leave Daily
	(1.20) 27.60	(1.20) 27.60	(1.20) 27.60	(2.00) 18.40	(1.20) 27.60	(0.38) 58.10	(0.55) 40.14	(0.49) 45.06	(0.55) 40.14	(0.34) 64.94		........Time over District........ ....Average speed per hour......		(3.12) 46.93	(2.55) 51.49	(3.08) 47.93	(2.40) 56.32	(2.08) 70.40	(2.13) 51.24	(3.50) 29.63	(3.45) 30.29

See Western Pacific current time table for Eastward Southern Pacific schedules between Weso and Carlin.

Rose Creek: Schedule time and train orders apply at end double track.

No. 102 leaves 3rd, 9th, 15th, 21st and 27th of each month.

No. 101 leaves 6th, 12th, 18th, 24th and 30th of each month.

No. 48 leaves 5th, 11th, 17th, 23rd and 29th of each month.

No. 49 leaves 3rd, 9th, 15th, 21st and 27th of each month.

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction, except, No. 102 and No. 101 are superior to all other first-class trains.

RULES 85, 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes, and other trains and engines must clear the time of Streamliner No. 101 and No. 102 not less than fifteen minutes.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21 and 27	Any Station	Discharge		Cheyenne
28	Any Station	Discharge		Colfax or West
28	Any Station	Receive	Points beyond Ogden	
88	Any Station	Discharge		Sparks or West
88	Any Station	Receive	Ogden or East	
87	Any Station	Receive	Reno or West	
87	Any Station	Discharge		Ogden or East

EASTWARD

MONTELLO SUB-DIVISION

WESTWARD

Time Table No. 53

June 12, 1938

Capacity of sidings in car lengths	576	574	570	578	28	88	102	14	48	Distance from San Francisco	STATIONS	
	SECOND CLASS				FIRST CLASS							
	Freight	Freight	Freight	Freight	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Pacific Limited	Forty-Niner			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	Leave See Footnote			
Yard POWBKT										534.5	TO-R CARLIN 3.0	A. B. S.
N S 88 P										537.5	VIVIAN 2.8	
Spur 54 P										540.3	TONKA 4.2	
55 54 P										544.5	MOLEEN 5.8	
80 P										550.3	AVENEL 4.2	
										554.5	WEST ELKO 1.5	
Yard PW										556.0	TO-R ELKO 4.5	
89 P				See Western Pacific current time table for eastward Southern Pacific schedules between Carlin and Alazon.						560.5	COIN 4.3	
Spur 52 P										564.8	OSINO 3.0	
Spurs 54 53 P										567.8	RYNDON 5.6	
93 PW										573.4	ELBURZ 3.3	
107 P										576.7	TO HALLECK 4.5	
88 P										581.2	RASID 4.1	
Spur 55 P										585.3	NATCHEZ 4.3	
120 PW										589.6	TO DEETH 4.8	
Spur 61										594.4	NARDI 4.7	
159-Spur 26 P										599.1	TULASCO 4.5	
93 PI	10.05PM	2.50PM	9.00AM	1.40AM	1.36PM	1.15PM	4.10AM	2.10AM	1.55AM	603.6	TO-R ALAZON 3.9	D. T.
Yard POWYBK	10.25	3.10	9.20	**1.50** **2.19**	f 1.43	s 1.23	4.15	s **2.19**	**2.01**	607.5	TO-R WELLS 6.1	
Spur 4										613.6	CEDAR 2.8	
54 Yard 107 PY	11.05	3.50	10.00	2.55	2.02	1.46	4.29	2.39	2.18	616.4	TO MOOR 3.7	
105 54 PW	11.12	3.57	10.07	3.02	2.07	1.51		2.44	2.23	620.1	ANTHONY 4.0	
54 54 P	11.19	4.04	10.14	3.09				2.49		624.1	HOLBORN 3.4	
54 105 P	11.26	4.11	10.21	3.16	2.16	2.00	4.41	2.54	2.32	627.5	FENELON 4.3	
105 50 P	11.33	4.18	10.28	**3.23**	2.22	2.06		3.00	2.38	631.8	PEQUOP 5.0	
53 53 P	11.41	4.26	10.36	3.36				3.06		636.8	ICARUS 3.8	
122 Yard YWP	11.48PM	4.33	10.43	3.43	2.32	2.16	4.54	**3.11**	2.48	640.6	TO VALLEY PASS 4.2	D. T.
63 P					s 2.39	s 2.25		3.17	2.53	644.8	COBRE 5.0	
100 Center PW	12.21AM	5.06	11.16AM	4.15						649.8	LORAY 3.6	
P					2.51	2.38	5.09	3.29	3.05	653.4	TIOGA 1.9	
Westwardtrack Spur 2 P										655.3	ULLIN 6.6	
Yard POWYBK	1.05AM	5.50PM	12.01PM	**5.00**AM	s 3.03PM	s 2.50PM	**5.21**AM	s 3.41AM	s 3.17AM	661.9	TO-R MONTELLO	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive See Footnote		(127.4)	
	(3.00) 19.43	(3.00) 19.43	(3.01) 19.32	(3.20) 17.49	(1.27) 40.20	(1.35) 36.81	(1.11) 49.27	(1.31) 38.44	(1.22) 42.65		........Time over District........ ......Average speed per hour......	

STATIONS	Distance from Montello	21	27	87	49	101	1	61	77
		FIRST CLASS						SECOND CLASS	
		Pacific Limited	San Francisco Overland Limited	Challenger	Forty-Niner	Streamliner City of San Francisco	Western Pacific Scenic Limited	Western Pacific Fast Freight	Western Pacific Fast Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive See Footnote	Arrive Daily	Arrive Daily	Arrive Daily
TO-R CARLIN	127.4	s 5.45AM	s 2.02PM	s 2.59PM	s 7.55PM	s 8.43PM	s 9.28PM	10.30AM	3.00AM
VIVIAN	124.4	5.36	1.55	2.52	7.48	8.38	9.20	10.17	2.49
TONKA	121.6	5.32		2.48				10.11	
MOLEEN	117.4	5.27	1.46	2.43	7.40		9.11	10.02	2.34
AVENEL	111.6	5.20	1.40	2.37			9.05	9.52	
WEST ELKO	107.4	5.13		2.32			9.00	9.45AM	2.15AM
TO-R ELKO	105.9	s 5.10	s 1.33	s 2.28	7.28	8.22	s 8.57	Via WP Yard 9.00AM	Via WP Yard 1.15AM
COIN	101.4	4.58	1.26	2.18			8.46	8.50	
OSINO	97.1	4.53	1.22	2.13			8.41	8.43	12.56
RYNDON	94.1							8.36	
ELBURZ	88.5	4.40		2.01	7.09	8.04		8.22	12.36
TO HALLECK	85.2	f 4.35	1.07	f 1.57			8.26	8.15	
RASID	80.7							8.08	12.23
NATCHEZ	76.6	4.25	12.58	1.48			8.17	8.01	
TO DEETH	72.3	f 4.20	12.53	f 1.44	6.54	7.52	8.12	7.54	12.09AM
NARDI	67.5	4.13	12.48					7.46	
TULASCO	62.8	4.08	12.43	1.33			8.02	7.38	
TO-R ALAZON	58.3	4.03	12.38	1.27	6.40	7.42	7.57PM	7.28AM	11.45PM
TO-R WELLS	54.4	s 3.58	f 12.33	s 1.20					
CEDAR	48.5								
TO MOOR	45.5	3.44	12.19	1.05	6.22	7.28			
ANTHONY	41.8	3.39	12.14	1.00					
HOLBORN	37.8	3.34	12.09	12.55					
FENELON	34.4	3.29	12.05PM	12.51	6.08	7.16			
PEQUOP	30.1	**3.23**	11.59AM	12.45					
ICARUS	25.1	3.17	11.53	12.39					
TO VALLEY PASS	21.3	**3.11**	11.48	12.34	5.53	7.03			
COBRE	17.1	f 3.03	s 11.41	s 12.27					
LORAY	12.1	2.54	11.31	12.08	5.39	6.51			
TIOGA	8.5	2.48	11.25	12.02PM					
ULLIN	6.6								
TO-R MONTELLO	0.0	2.30AM	11.08AM	11.45AM	5.20PM	6.32PM			
		Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave See Footnote	Leave Daily	Leave Daily	Leave Daily
Time over District / Average speed per hour		(3.15) 39.20	(2.54) 43.93	(3.14) 39.40	(2.35) 49.32	(2.11) 58.35	(1.31) 45.56	(3.00) 23.03	(3.15) 21.26

Moor: Schedule time and train orders apply at end of double track.

Valley Pass: Schedule time and train orders apply at end of double track.

No. 102 leaves 3rd, 9th, 15th, 21st and 27th of each month.

No. 101 leaves 6th, 12th, 18th, 24th and 30th of each month.

No. 48 leaves 6th, 12th, 18th, 24th and 30th of each month.

No. 49 leaves 3rd, 9th, 15th, 21st and 27th of each month.

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction, except, No. 102 and No. 101 are superior to all other first-class trains.

RULES 85, 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes, and other trains and engines must clear the time of Streamliner No. 101 and No. 102 not less than fifteen minutes.

Nos. 27 and 28 reduce speed to 15 miles per hour at Wells to dispatch U. S. Mail.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21 and 27	Any Station	Discharge		Cheyenne
87	Any Station	Discharge		Ogden or East
87	Any Station	Receive	Reno or West	
28	Any Station	Discharge		Colfax or West
28	Any Station	Receive	Points beyond Ogden	
88	Any Station	Discharge		Sparks or West
88	Any Station	Receive	Ogden or East	

EASTWARD

MONTELLO SUB-DIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS					Distance from San Francisco		Time Table No. 53 June 12, 1938		Distance from Ogden		FIRST CLASS						SECOND CLASS	
	574	570	578	576	28	88	102	14	48							27	87	49	101	21			615
	Freight	Freight	Freight	Freight	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Pacific Limited	Forty-Niner							San Francisco Overland Limited	Challenger	Forty-Niner	Streamliner City of San Francisco	Pacific Limited			Mixed
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	Leave See Footnote			STATIONS		EB	WB	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive See Footnote	Arrive Daily			Arrive Wed.
Yard POWYBK	6.15 PM	12.25 PM	**5.25** AM	1.30 AM	3.08 PM	2.55 PM	**5.21** AM	3.46 AM	3.22 AM	661.9	A.B.S.	TO-R MONTELLO 6.4 / 6.4	D.T.	120.4	121.2	s 11.03 AM	s 11.40 AM	s 5.15 PM	6.32 PM	s 2.25 AM			4.25 PM
N S 125 P					3.16	3.03		3.54	3.30	668.3		TECOMA / TECOMA 6.0 / 2.8		114.0	114.8	10.55	11.31	5.07	6.26	2.16			
Grouse 129 P GartneySpur25								4.01		674.3		GARTNEY / GROUSE 5.5 / 9.5		108.0	112.0	10.51	11.26			2.11			
130—109PWY	6.55	1.05	6.05	2.10	3.28	f 3.16	5.38	4.08	3.41	679.8		TO-R LUCIN 4.7		102.5		10.38	s 11.13	4.53	6.13	f 1.58			3.55 PM
105— 54 P	7.02	1.12	6.12	2.17		3.21		4.14		684.5		PIGEON 4.3		97.8		10.33	11.08			1.52			
107— 54 P	7.09	1.19	6.19	2.24	3.37	3.26		4.19	3.50	688.8		TECK 4.4		93.5		10.28	11.02	4.44		1.46			
117— 54 P	7.16	1.26	6.26	2.31			5.49	4.24		693.2		JACKSON 4.4		89.1		10.23	10.57		6.03	1.41			
105— 54 P	7.23	1.33	6.33	2.38	3.46	3.35		4.29	3.59	697.6		BEPPO 4.5		84.7		10.18	10.52	4.35		1.36			
52— 88 PW	7.30	1.40	6.40	2.45	3.51	3.40		4.36	4.04	702.1		LEMAY 4.3		80.2			10.47			1.31			
108— 54 P	7.37	1.47	6.47	2.52			5.59	4.41		706.4		NEWFOUNDLAND 4.7		75.9		10.09	10.42	4.26	5.53	1.26			
117— 54 P	7.44	1.54	6.54	2.59	4.01	3.50		4.46	4.13	711.1		GROOME 5.2		71.2		10.04	10.37			1.21			
101— 52 P	7.52	2.02	7.02	3.07		3.56		4.52		716.3		ALLEN 4.4		66.0		9.58	10.32	4.17		1.16			
108— 54 PY	7.59	2.09	7.09	3.14	**4.12**	4.01	6.09	4.57	4.22	720.7		HOGUP 4.6		61.6		9.53	10.27	**4.12**	5.43	1.11			
106— 54 P	8.06	2.16	7.16	3.21		**4.07**		5.02		725.3		OLNEY 4.7		57.0		9.48	10.22	**4.07**		1.06			
107— 54 PW	8.13	2.23	7.23	3.28	4.21			5.07	4.31	730.0		STRONGKNOB 5.2		52.3		9.43	10.17	4.02		1.01			
56—112 PO	8.21	2.31	7.31	3.36	4.27	4.17	6.20	5.14	4.37	735.2		TO LAKESIDE 4.8	D.T.	47.1		9.38	s 10.11	3.57	5.33	12.56			
No Siding	8.29	2.39	7.39	3.44	4.33	4.23	6.26	5.21	4.43	740.0		TRESEND 1.1		42.3			10.04	3.51	5.28	12.50			
113 P										741.1		ENGLE 3.7		41.2				3.48					
107 P Spur 12	8.50	3.00	8.00	4.05	4.49	4.39	6.36	5.39	4.59	744.8		MIDLAKE 5.3		37.5		9.21	9.51	3.39	5.19	12.38			
102 P	9.12	**3.22**	8.22	4.27	**5.07**	4.56		5.56	5.16	750.1		COLIN 2.1		32.2		9.04	9.34	**3.22**	**5.07**	12.21			
No Siding P	9.19	3.29	8.29	4.34	5.15	**5.02**	6.51	6.01	5.21	752.2		BRIDGE 3.0	D.T.	30.1		8.56	9.26	3.14	**5.02**	12.13			
Spur 14 P										755.2		SALINE 3.3		27.1									
55 PW					5.26	5.14		6.10	5.28	758.5		PROMONTORY POINT 5.2		23.8		8.48	f 9.18			12.05 AM			
Spurs 21 54 P						5.24				763.7		BAGLEY 3.5		18.6			9.11						
Center 136 Spur 8 24P	9.49	3.59	8.59	5.04	5.40	5.31		6.25	5.38	767.2		LITTLE MOUNTAIN 5.3		15.0		8.38	9.06	2.57		11.55 PM			
Spur 15 54										772.5		REESE 3.8		9.8			9.00			11.49			
135 Center P	10.03	4.13	9.13	5.18	5.52	5.44	7.13	6.37	5.48	776.3		WEST WEBER 3.7		6.0		8.29	f 8.56			11.45			
Spur 13										780.0		MARRIOTT 1.4		2.3									
										781.4		D. & R. G. CROSSING 0.9		0.9									
Yard POWTYBK	10.20 PM	4.30 PM	9.30 AM	5.35 AM	s 6.10 PM	s 6.05 PM	s 7.25 AM	s 6.55 AM	s 6.02 AM	782.3		TO-R OGDEN		0.0		8.20 AM	8.45 AM	2.40 PM	4.30 PM	11.35 PM			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive See Footnote			(120.4)				Leave Daily	Leave Daily	Leave See Footnote	Leave See Footnote	Leave Daily			Leave Wed.
	(4.05) 29.48	(4.05) 29.48	(4.05) 29.48	(4.05) 29.48	(3.02) 39.63	(3.10) 38.02	(2.04) 58.26	(3.09) 38.22	(2.40) 45.15			........Time over District........ ......Average speed per hour......				(2.43) 44.61	(2.55) 41.56	(2.35) 46.91	(2.02) 59.61	(2.50) 42.81			(.30) 37.40

Lucin: Schedule time and train orders apply at end double track.

Lakeside: Schedule time and train orders apply at end double track.

Engle: Schedule time applies at east switch of siding.

Bridge: Schedule time and train orders apply at end double track.

No. 102 leaves 3rd, 9th, 15th, 21st and 27th of each month.

No. 101 leaves 6th, 12th, 18th, 24th and 30th of each month.

No. 48 leaves 6th, 12th, 18th, 24th and 30th of each month.

No. 49 leaves 3rd, 9th, 15th, 21st and 27th of each month.

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction, except, No. 102 and No. 101 are superior to all other first-class trains.

RULES 85, 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes, except at and between Tresend and Bridge the time must be cleared not less than five minutes, other trains and engines must clear the time of Streamliner No. 101 and No. 102 not less than fifteen minutes.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21 and 27	Any Station	Discharge		Cheyenne
87	Any Station	Discharge		Ogden or East
87	Any Station	Receive	Reno or West	
28	Any Station	Discharge		Colfax or West
28	Any Station	Receive	Points beyond Ogden	
88	Any Station	Discharge		Sparks or West
88	Any Station	Receive	Ogden or East	

EASTWARD WADSWORTH SUB-DIVISION WESTWARD

Capacity of sidings in car lengths		SECOND CLASS		Distance from San Francisco		Time Table No. 53 June 12, 1938	Distance from Wendel	SECOND CLASS	
			552 Freight Leave Daily			STATIONS		**559** Freight Arrive Daily	**557** Freight Arrive Daily
Yard PYB			9.00PM	276.1	TO-R	FERNLEY	82.6	9.40AM	9.50PM
						2.0			
Spur 19 WP			9.15	278.1		WADSWORTH	80.6	9.30	9.40
						3.1			
59 P			**9.30**	281.2		DODGE	77.5	9.19	**9.30**
						9.3			
60 P			9.50	290.5		NUMANA	68.2	8.40	8.55
						5.0			
18			10.02	295.5		LIBBY	63.2		
						3.9			
62 P			10.11	299.4		HESLIP	59.3	8.05	8.20
						5.4			
Spur 21				304.8		ROMOLO	53.9		
						3.4			
62 WP			10.35	308.2		SUTCLIFFE	50.5	7.40	7.55
						8.4			
61 P			10.55	316.6		BRISTOL	42.1	7.15	7.31
						5.2			
31 WP			11.20	321.8		BIG CANYON	36.9	7.02	7.18
						4.3			
60 P			11.29	326.1		ZENOBIA	32.6	6.52	7.08
						6.7			
61 P			11.42	332.8		ASTOR	25.9	6.37	6.55
						2.8			
60 P			11.47PM	335.6		EASTON	23.1	6.30	6.48
						0.8			
PI				336.4		FLANIGAN W. P. Crossing	22.3	6.25	6.43
						8.8			
61 P			12.10AM	345.2		STACY	13.5	6.05	6.25
						9.6			
73 P			12.30	354.8		AMEDEE	3.9	5.40	6.00
						3.9			
POWKY Yard			12.40AM	358.7	TO-R	WENDEL	0.0	5.20AM	5.45PM
			Arrive Daily			82.6		Leave Daily	Leave Daily
			(3.40) 26.78			........Time over District........ ......Average speed per hour......		(4.20) 19.05	(4.05) 20.22

EASTWARD ALTURAS SUB-DIVISION WESTWARD

Capacity of sidings in car lengths		SECOND CLASS	Distance from San Francisco		Time Table No. 53 June 12, 1938	Distance from Alturas Yard	SECOND CLASS	
		554 Freight Leave Daily			STATIONS		**551** Freight Arrive Daily	**553** Freight Arrive Daily
POWKY Yard		1.30AM	358.7	TO-R	WENDEL	98.2	4.50AM	5.25PM
					6.9			
73 P		2.00	365.6		VIEWLAND	91.3	4.25	5.00
					9.1			
65 WP		2.25	374.7		KARLO	82.2	3.45	4.25
					8.9			
74 P		**3.15**	383.6		SECRET	73.3	**3.15**	4.00
					4.4			
Spur 11 WP			388.0		HORSE LAKE	68.9		
					4.5			
90 YP		4.05	392.5		CREST	64.4	2.35	3.20
					5.4			
72 WPY		4.25	397.9		RAVENDALE	59.0	1.50	2.45
					6.8			
Spur 32 P		4.45	404.7		TERMO	52.2	1.20	2.15
					14.2			
87 WYP		5.30	418.9	TO	MADELINE	38.0	12.35	1.31
					4.4			
77 YP		5.50	423.3		SAGE HEN	33.6	12.01AM	1.10
					10.7			
77 W		6.35	434.0		INDIAN CAMP	22.9	11.10PM	12.25PM
					4.7			
129 YWKP		7.20	438.7	TO	LIKELY	18.2	10.40	11.58AM
					3.2			
Spur 3		7.35	441.9		WIDGEON	15.0	10.25	11.43
					1.7			
Spur 13 P		7.45	443.6		BAYLEY	13.3	10.20	11.28
					2.8			
Spur 7			446.4		McARTHUR	10.5		
					9.1			
6 P		8.10	455.5		PAOLA	1.4	9.40	10.58
					1.4			
POWYK Yard		8.20AM	456.9		ALTURAS YARD	0.0	9.30PM	10.50AM
		Arrive Daily			(98.2)		Leave Daily	Leave Daily
		(6.50) 14.37			........Time over District........ ......Average speed per hour......		(7.20) 13.38	(6.35) 14.91

EASTWARD — WADSWORTH SUB-DIVISION — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 620 Local Freight Leave Daily Ex. Monday	Distance from San Francisco		Time Table No. 53 June 12, 1938 Westwood Branch STATIONS	Distance from Wendel	SECOND CLASS 619 Local Freight Arrive Daily Ex. Sunday
Yard PWKY		411.3	TO-R	WESTWOOD	52.6	
				4.1		
P	12.30 AM	407.2	TO-R	MASON	48.5	7.43 AM
				0.6		
59	12.38	406.6		FACHT	47.9	7.40
				4.3		
		402.3		LASCO	43.6	
				2.2		
66 YP	1.00	400.1		WESTWOOD JCT	41.4	7.20
				0.7		
		399.4	R	BLAIR	40.7	
				4.6		
57 WP	1.20	394.8		GOUMAZ	36.1	6.55
				4.7		
84 P	1.40	390.1		BUNNEL	31.4	6.30
				8.2		
Yard PK	2.12 3.15	381.9	TO-R	SUSANVILLE	23.2	5.55 4.05
				7.0		
68 P	**3.40**	374.9		LEAVITT	16.2	**3.40**
				7.8		
59 P	4.00	367.1	TO	LITCHFIELD	8.4	3.20
				8.4		
Yard POWKY	4.20 AM	358.7	TO-R	WENDEL		3.00 AM
	Arrive Daily Ex. Monday			(48.5)		Leave Daily Ex. Sunday
	(3.50) 12.65			........Time over District........ ......Average speed per hour......		(4.43) 10.28

Trains between Westwood and Mason governed by Western Pacific time table and book of rules.

EASTWARD — MONTELLO SUB-DIVISION — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 618 Mixed Leave Mon., Fri.	Distance from San Francisco		Time Table No. 53 June 12, 1938 Promontory Branch STATIONS	Distance from Ogden	SECOND CLASS 617 Mixed Arrive Mon., Fri.	SECOND CLASS 615 Mixed Arrive Wed.
Yard YWP		679.2	TO-R	LUCIN	146.8	s 3.50 PM	
				20.6			
8 PW		699.8		WATERCRESS	126.2	f 2.45	
				34.3			
Yard 108 OPYW	1.20 PM	734.1	TO-R	KELTON	91.9	s 1.00 PM	s 1.00
				9.8			
Spur 4	1.45	743.9		NELLA	82.1	12.35	12.35
				4.7			
Spur 2	f 1.57	748.6		MONUMENT	77.4	f 12.23	f 12.23
				3.0			
5 P	f 2.05	751.6		KOSMO	74.4	f 12.15	f 12.15
				4.0			
44	f 2.15	755.6		LAKE	70.4	f 12.05 PM	f 12.05 PM
				9.4			
44 W	s 2.45	765.0		ROZEL	61.0	s 11.35 AM	s 11.35 AM
				7.9			
90 P	s 3.05	772.9		PROMONTORY	53.1	s 11.15	s 11.15
				9.1			
34 P	f 3.35	782.0		LAMPO	44.0	f 10.45	f 10.45
				2.4			
44 W	f 3.43	784.4		BLUE CREEK	41.6	f 10.35	f 10.35
				4.0			
44	f	788.4		CONNOR	37.6	f	f
				5.4			
44	f	793.8		BALFOUR	32.2	f	f
				3.7			
13	f	796.5		DATHOL	29.5	f	f
				1.6			
Spur 225		798.1		STOKES	27.9		
				3.2			
54K P	s 4.25 PM	801.3	TO-R	CORINNE	24.7	9.50 AM	9.50 AM
				1.6			
		802.9		CORINNE JCT.	23.1		
				23.1			
POWTBK		826.0	TO-R	OGDEN	0.0		
	Arrive Mon., Fri.			(146.8)		Leave Mon., Fri.	Leave Wed.
	(3.05) 21.79			.....Time over District..... ...Average speed per hour...		(3.10) 21.22	(6.00) 20.35

Trains operating between Ogden and Corinne will use Union Pacific R. R. tracks and be governed by their rules and time table.

Siding at Corinne will be used as main track for Union Pacific R. R. trains through Corinne yard.

Normal position switch west end siding for U. P. R. R. main track Malad Branch.

Normal position switch at east end siding for S. P. main track.

Train and enginemen when operating over U. P. R. R. tracks must set their watches to Mountain time, and when operating on Southern Pacific tracks must set their watches to Pacific time.

MINA SUB-DIVISION

EASTWARD							WESTWARD	
Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco		Time Table No. 53 June 12, 1938 Mina Branch	Distance from Tonopah Jct.	SECOND CLASS	
	124 T & G Tonopah Express Mixed	606 Mixed					605 Mixed	123 T & G San Francisco Passenger Mixed
	Leave Daily Ex. Monday	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
Yard TYWOPBK		9.15PM	288.1	TO-R	HAZEN 4.8	137.9	s 4.15PM	
47		f 9.25	292.9		BANGO 2.3	133.1	f 4.05	
Spur 13		f	295.2		LAHONTAN 2.7	130.8	f	
46		f 9.34	297.9		RUGBY 9.1	128.1	f 3.55	
46 W		f 9.52	307.0		APPIAN 6.8	119.0	f 3.38	
10 P		s 10.05	313.8		WEEKS 2.6	112.2	s 3.23	
75 O		f 10.10	316.4		CHURCHILL 11.4	109.6	f 3.17	
			327.8		N. C. B. CROSSING 0.2	98.2		
Yard PYW		s 11.00	328.0	TO	WABUSKA 3.9	98.0	s 2.55	
3			331.9		LUX 2.7	94.1		
27		f	334.6		MOQUIST 13.1	91.4	f	
33		f 11.38	347.7		RESERVATION 6.5	78.3	f 2.03	
66 W		s 11.53PM	354.2	TO	SCHURZ 13.1	71.8	s 1.43	
26 P		f 12.30AM	367.3		GILLIS 2.0	58.7	f 1.15	
Spur 2 P		f 12.37	369.3		NOLAN 7.3	56.7	f 1.11	
35 P		f	376.6		MAGNUS 7.8	49.4	f	
46 Y		s 1.35	384.4	TO	THORNE 5.0	41.6	s 12.40PM	
47		f	389.4		DOVER 4.6	36.6	f	
37		f	394.0		KINKEAD 14.2	32.0	f	
41		s 2.35	408.2		LUNING 8.8	17.8	s 11.50AM	
Yard POWYBK	3.45AM	s 3.00AM	417.0	TO-R	MINA 3.5	9.0	11.30AM	s 11.10AM
Spur 4	f 3.55		420.5		SODAVILLE 4.5	5.5		f 11.00
Spur 4	f		425.0		RHODES 1.0 JOINT TRACK	1.0		f
Yard	s 4.10AM		426.0		TONOPAH JCT.	0.0		10.40AM
	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday			(137.9)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(.25) 21.00	(5.45) 18.18			..........Time over District.......... ....Average speed per hour........		(4.45) 21.31	(.30) 18.00

When using Wye at Thorne, do so under flag protection.

EASTWARD						WESTWARD
Capacity of Sidings in Car Lengths	SECOND CLASS	Distance from San Francisco		Time Table No. 53 June 12, 1938 Fallon Branch	Distance from Fallon	SECOND CLASS
	602 Mixed					603 Mixed
	Leave Daily			STATIONS		Arrive Daily
Yard BKPTOWY	7.30AM	288.1	TO-R	HAZEN 5.4	15.8	s 2.35PM
54	f 7.45	293.5		MAHALA 4.6	10.4	f 2.22
56	f 7.57	298.1		MIRAGE 2.8	5.8	f 2.13
Spur 6	f	300.9		SANLAN 3.0	3.0	f
Yard PWY	s 8.10AM	303.9	TO-R	FALLON	0.0	2.00PM
	Arrive Daily			(15.8)		Leave Daily
	(0.40) 23.70			..........Time over District.......... ....Average speed per hour........		(0.35) 27.08

SPECIAL INSTRUCTIONS

RULE 2. Designated Watch Inspectors:

S. A. Pope, Manager Time Service, 65 Market St., San Francisco.

Sparks......W. R. Adams & Son
Winnemucca......Krenkel & Bosch
Alturas............Wm. Mayben
Ogden...........J. S. Lewis & Co.

RULE 5. The following are designated for use as sidings:

The track north of main track at:

Thisbe
Gilpin
Patna
Upsal
Parran
Huxley
Anthony
Pequop
Pigeon
Teck
Jackson
Beppo
Newfoundland
Groome
Allen
Hogup
Olney
Strongknob

The track south of the main track at:

Hafed
Ditho
Clark
Argo
Massie
Falais
Desert
Ocala
Miriam
Toy
Fenelon
Lemay

RULE 10 (J). Yellow round slow boards with black figures indicate speed restrictions applying to Diesel-powered streamline train "CITY OF SAN FRANCISCO."

The speed indicated by white oval slow boards applies to Diesel-powered streamlined train "CITY OF SAN FRANCISCO", unless round yellow slow board authorizing a higher speed is displayed on same post below the white oval slow board.

RULE 14. Other engine whistle signals:

For switch line up Lakeside, Lucin, Valley Pass, Moor.

—o—

Rule 14 (d). Six long sounds shall be indication flagman may return from west as prescribed by Rule 99, at Wendel on Westwood Branch.

RULE 14 (e). As specified below six long sounds shall be indication flagman may return from east as prescribed by Rule 99:

Lucin, on Promontory Branch.
Fernley, on Wadsworth Subdivision.
Hazen, on Mina Subdivision.

RULE 14 (k) Will be applied when approaching trains on opposite track.

RULES 17 and 19. Night signals must be displayed through all tunnels.

RULE 19. Diesel-powered streamlined train CITY OF SAN FRANCISCO is equipped with two red bull's eye lights counter-sunk nearly flush with roof of rear car which burn continuously and serve as markers.

RULE 21 (C). Engine indicators of trains arriving Sparks, Carlin, and Ogden may be displayed until engine arrives at engine-house, where they must be immediately removed.

RULE 28. In double-track territory signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE 72. Eastward inferior trains may run ahead of overdue superior trains Alazon to Wells.

RULE S-72. WESTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT AS NOTED ON PAGES 2, 3, 4 AND 5.

RULE 83. Train registers are not maintained at Bridge, Tresend Lakeside, Valley Pass, Moor, Rose Creek, Perth, or Vista. If a positive observation check is made between Ogden and Bridge; Engle and Lakeside, Tecoma and Valley Pass, Alazon and Moor, Rose Creek and Imlay, Imlay and Valery, Rye Patch and Perth, and between Vista and Sparks, it will apply at end of the double track.

Trains approaching each other between these stations will reduce speed sufficiently to permit identification.

RULE 83 (A). At the following stations, trains will register as indicated:

Blair—Nos. 619 and 620 when instructed by train order.
Fernley—Originating and terminating.
Lucin—Westward regular.
Hazen—First-class, and originating and terminating.
Wells—First-class, and originating and terminating. This registration for information of trains originating and helpers.
Montello—All trains.

Trains originating or terminating at Alturas Yard will register at Alturas.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Lucin..............	Westward regular trains.
Montello	First-class trains.
Wells..............	First-class trains.
Hazen..............	First-class trains, except No. 606.
Imlay..............	First-class trains.
Mason..............	Nos. 619 and 620.

RULE 83 (D). If no operator on duty trains originating may leave without obtaining clearance as follows:

Moor, Valley Pass, Mason—All trains.

RULE 83 (E). A train, when authorized by train order, may check the register against an extra train and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals."

When a train is so authorized to check the register, it must register and place the restricting order number and date in column captioned "Signals."

RULE 93. Yard limits are established at:

Sparks
Fernley
Hazen
Imlay
Carlin
Elko
Wells
Moor
Valley Pass
Montello
Ogden
Lucin (Promontory Branch)
Kelton
Wabuska
Mina
Tonopah Jct.
Fallon
Westwood
Susanville
Wendel
Alturas Yard

SPARKS YARD—Between 1½ miles west of Reno and 2,700 feet east of east switch at Sparks.

Outbound engines, moving from enginehouse lead to west end of freight yard at Sparks, shall proceed west on eastward main track to crossover west of Seventeenth Street Crossing and back into freight yard.

CARLIN. Trains and engines moving east on main track Carlin yard must stop before fouling west detour.

LUCIN: Yard limit boards cover Promontory Branch only.

RULE 98. Railroad Crossings at Grade and Drawbridges not Interlocked.

D. & R.G.W.R.R.—Ogden-Stop. N.C.B.R.R.—Wabuska-Stop.

RULE 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

RULE 104—NORMAL POSITION END OF DOUBLE TRACK AND JUNCTION SWITCHES:

Tresend, Lakeside, Moor, Rose Creek, Vista and Sparks........................	For westward main track
Bridge, Lucin, Valley Pass and Perth.....	For eastward main track
Hazen (Fallon Line)......................	For Mina Line
Fernley (Wadsworth Subdivision).........	For siding
Wendel...................................	For Alturas Line
Lucin (Promontory Branch)...............	For westward siding
Mason....................................	For Western Pacific.

MOOR. The normal position of west switch of crossover, which forms end of double track, will be for movement from double track to south siding.

Whistle signal ——o—— for switch line-up to single track will not be given unless the train has authority to proceed.

Upper arm of double-arm signal No. 6162 shall govern movement from eastward track to single track. Lower arm signal 6162 governs eastward movement through siding. Rule 509 (e), applicable to single track, governs. In addition to instructions contained in Rule 105, speed through this siding must not exceed fifteen (15) miles per hour. For the information and guidance of enginemen, a sign has been placed on the south side of south siding one thousand (1,000) feet west of the clearance point east end.

VALLEY PASS. The normal position of east switch of crossover, which forms end of double track, will be for movement from double track to siding.

Before lining switches for eastward trains at Moor or westward trains at Valley Pass, operator must ascertain from dispatcher what the line-up shall be. Trains taking siding Valley Pass from the east must know route properly lined and whether or not siding occupied before entering, regardless of fact switches being handled by operator.

TRESEND. The normal position of west switch of crossover, which forms end of double track, will be for movement from double track to Engle siding.

WENDEL. Normal position of west crossover switches between tracks No. 1 and No. 2 Wendel yard will be for movement through crossover. This route through track No. 2 will be used as running track and cars on adjacent track must be left clear of and switches left lined for this route.

HAZEN. Switches Hazen yard lined and locked for N. & C. main track through this yard as shown on blue-print bulletin boards Sparks, Hazen, Mina, and Imlay.

At end of double track, except Tresend, or where oil-buffer spring-switches are located, operator when on duty, will line and lock switches, provided head-end authority of train is not restricted. Operator will also line other switches as follows:

Moor........	From either north or south siding to westward main track.
Valley Pass..	From siding to eastward main track.
Lakeside.....	From south siding to eastward main track.
Lucin........	From north siding to westward main track.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are locked after clearing main track for Diesel-powered streamlined train CITY OF SAN FRANCISCO.

RULE 105. Icarus and Holborn. The track south of the main track is siding to be used by eastward trains, and the track north of the main track is siding to be used by westward trains.

Winnemucca: First track south of main track is siding to be used by eastward trains. Second track south of main track is siding to be used by westward trains.

Hazen: Track north of the main track is North siding. First track south of the main track is the South siding. Trains using South siding will leave west end of siding clear, for use by Mina sub-division trains, between west switch and connection east of station building; trains to enter and leave siding at this connection when practicable.

RULE 221. Light will not be displayed in train-order signals on Mina Subdivision or Westwood and Promontory branches, except when train orders are to be delivered.

That part third paragraph Rule 221—reading "Or orders are held for any other train in same direction, the operator must not clear the signal" applies at Alazon except, unless otherwise instructed operator may clear the train order signal for westward Southern Pacific trains when no orders are held for westward Southern Pacific trains.

Susanville: All trains must obtain clearance when an operator on duty.

RULE 221 (A). It is unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatchers, nor will they complete that portion of clearance, reading:

"OK at............M............Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatching limits.

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, or against the current of traffic on double track or eastward on paired track, operators must repeat address and order numbers and obtain dispatcher's O. K. before the orders are delivered.

RULE 825. Outfit cars must not be left in front of buildings.

RULE 834. When lading of open-top cars loaded with rail, pipe, structural steel, lumber, poles, or mounted wheels, projects above sides or ends of car, such cars must not be placed in train next to cab of Mallet engines.

AUTOMATIC BLOCK SYSTEM

Signals 2473 east of Sparks, 2481 between Sparks and Vista, 2487 west end of Vista, 2535 east end of Hafed, 5265 east of Palisade, 5439 west end of Moleen, and 6803 at Lucin are located on left side of main track.

RULE 509. A train or engine, when backing out of a siding or other track in block-system limits, must, unless backed to clear block signal, proceed as if signal be in stop position.

When stopped by a block signal which governs movement over a drawbridge, train must be preceded by flagman over drawbridge.

The following block signals, equipped with a triangular number plate have included in their control limits some special protective device. When these signals indicate "Stop", careful inspection must be made of the track or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding:

Block Signal Number	Location	Description of Protection Afforded
2497	Vista...........	Spring switch with facing point lock.
2498	Vista...........	" " " " " "
3402	Perth...........	" " " " " "
3403	Perth...........	" " " " " "
4064	Rose Creek.....	" " " " " "
4065	Rose Creek.....	" " " " " "
6162	Moor...........	" " " " " "
6173	Moor...........	" " " " " "
6396	Valley Pass.....	" " " " " "
7411	Engle...........	" " " " " "
7412	Engle...........	" " " " " "
7522	Bridge..........	" " " " " "
7523	Bridge..........	" " " " " "
5181	Harney.........	Rock slide fence M. P. 517.7 to M. P. 518.2.
5195	Harney.........	" " " " " "
5262	Palisade........	Rock slide fence M. P. 526.30 to M. P. 526.43.
5285	Palisade........	" " " " " "

SPARKS. At Sparks, semaphore signal 2452 on signal bridge governs main-track movements on eastward main track. Lower arm of semaphore signal 2452 on signal bridge governs diverging-route movement from eastward main track across westward track into freight yard. Dwarf light signals 2453 and 2459 govern main track movements on westward main track.

Eastward main track Sparks, from 400 feet east of engine lead switch to Dispatcher's office, not protected by block signals.

From Dispatcher's office to dwarf signal 2459 on westward main track, not protected by block signals.

Dwarf light signal 2455 governs movement from engine lead to eastward main track. When this signal indicates stop, engine must after stopping at signal, proceed only on hand signal from herder. Herder must not give signal to engineer until trains moving on eastward main track have stopped or crossover switches are lined from eastward main track into freight yard, protecting movement.

VALLEY PASS. Dwarf light-signal on east leg of wye Valley Pass governs movement from east leg of wye to eastward main track. After derail and main track switch have been set for movement from wye to main track, signal will indicate proceed if no eastward train approaching, if block in advance is unoccupied, or if crossover from westward track to single track is unoccupied. Signal is equipped with time release which allows it to indicate proceed two minutes after a train approaching from west has stopped west of signal 6408, and two minutes after the crossover from westward track to single track has been lined for crossover movement, if train is not actually using crossover.

ENGLE. Automatic Block Signal 7412 governs eastward movements from siding to main track. Dwarf light type signal 7410 governs eastward movements on main track. An eastward train on main track will hold signal 7412 at stop. Two push buttons numbered 7410 and 7412 are located in box between signal cases at signal 7412.

With train on main track to allow eastward train moving in siding to pass, trainmen will press push button 7412 which will place signal 7410 at stop and clear signal 7412 after forty-five seconds. With approach circuits still occupied and it is desired to again clear signal 7410 for eastward movement on main track, press push button 7410 which will place signal 7412 at stop and clear signal 7410 after interval of forty-five seconds.

RULE 509 (e). That portion of rule reading: "... and the intervening track is seen to be clear ..." is interpreted as referring to the track being clear of locomotives and/or cars.

RULE 511. Within block-signal limits, after switches of a crossover are thrown, wait three minutes before crossing over unless block signals protecting the movement not less than one-half mile distant can be seen to be in stop position.

RULE 512 (A). Where switch indicators and dwarf signals are used, movements to main track will be governed as follows:

If indicator is clear, switches may be lined. When first switch or derail is lined, dwarf signal will indicate red. When second switch or derail is lined, dwarf signal will indicate green. When signal indicates block occupied, and after proper line-up has been made, Rule 512 (A) will govern movement to main track.

OIL-BUFFER SPRING SWITCHES

1. When a block signal in advance of a facing point oil-buffer spring-switch indicates "STOP", careful examination of switch must be made before passing over it.

2. When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand.

When movement has been completed through switch, reverse movement must not be made until point closes.

3. Running switches are prohibited and sand, blow-off cocks and injectors must not be used nor boosters started, while passing over these switches.

4. At Lovelock, Rye Patch, West Elko, Wells, and Little Mountain trains moving against current of traffic must stop and ascertain that switches are properly lined before using.

5. Switches are located as follows and speed indicated must not be exceeded when passing over such switches:

			M.P.H.
Vista	Facing westward	Passenger	60
		Freight	40
	Trailing eastward		35
Perth	Facing eastward		35
	Trailing westward		35
Lovelock, Westward track	Trailing from siding		25
Lovelock, Eastward track	Trailing from siding		25
Rye Patch, Eastward track	Trailing eastward from siding		25
Rose Creek	Facing westward	Passenger	65
		Freight	40
	Trailing eastward		35
East Carlin	Trailing eastward from S. P. detour		15
West Elko	Trailing westward from W. P. detour		15
Wells, Eastward track	Trailing from siding		25
Moor	Facing westward	Passenger	50
		Freight	40
	Trailing eastward from siding		15
Valley Pass	Facing eastward	Passenger	60
		Freight	35
	Trailing westward from siding		25
Engle	Facing westward		35
	Trailing eastward from siding		35
Bridge	Facing eastward		35
	Trailing westward		35
Little Mountain, Westward track	Trailing from siding		15
Little Mountain, Eastward track	Trailing from siding		15

HUMBOLDT—Center siding, west end connects with westward track, east end with eastward track.

Eastward passenger trains stopping at Rose Creek will make station stop with engine to clear westward main track, to avoid trains stopping over oil-buffer spring switch and possibility of damaging same by reverse movement.

6. Oil-buffer spring-switches at end of double track Vista, Perth, Rose Creek and Bridge, and at east end of siding Engle, are equipped with mechanical facing-point locks. When signals governing trailing movements are at stop, oil-buffer spring-switch must be operated by hand before and after movement has been made.

Oil-buffer spring-switch east end South siding Moor is equipped with mechanical facing-point lock. When route arm on signal 6162 located at west end South siding, which governs eastward movement through siding, is in stop position, oil-buffer spring-switch at east end of siding will be thrown by hand before and after movement has been made from siding to main track. When home arm on signal 6164, east of Moor train-order office, is in stop position, eastward trains on main track must know that east switch is lined for main track before passing over it.

AUTOMATIC INTERLOCKING

FLANIGAN—Interlocking signals govern the use of crossing with Western Pacific Railroad at Flanigan. Normal position of the signals is "Stop." Train approaching on either Southern Pacific or Western Pacific Railroad will cause the signals governing use of the crossing to change to "Proceed" position, provided no other train is in the approach circuit or within the limits of the plant.

If signal does not display "Proceed" indication for train which is to use the crossing, the train must be governed by Rule 663.

TRAIN AND AIR INSPECTION

Freight and mixed trains will stop as follows for inspection, and comply with Air-Brake Rule 50 if retainers used into following points:

EASTWARD—Cobre, Tioga, Lucin or Pigeon, Bunnel, M. P. 430 (Alturas line), or Indian Camp; at Goumaz when handling logs.

WESTWARD—Anthony or Moor and Secret.

Engines running light on descending grades of over one and one-half per cent must make the same stops for inspection as are made by freight trains on such grades, but the duration of time need be only sufficient for inspection of engine and for tires to cool.

Between Ogden and Sparks, if not otherwise provided, freight trains may operate from one water stop to another without stopping for inspection, provided in judgment of conductor and engineer it is safe to do so.

During stormy weather when view of running gear of train is obscured by snow or otherwise, no freight train shall make a continuous run of more than 80 miles without a standing or rolling inspection. If weather or other conditions require more frequent inspection, conductor must arrange.

If no operating stop is made at which there would be an opportunity for inspection, between Carlin and Imlay, either a standing or running inspection, whichever will best serve the purpose, must be made at some convenient location.

Running inspection must be made before going on Great Salt Lake trestle from either direction.

When train handling logs takes siding to meet opposing train or allow a following train to pass, such train must be thoroughly inspected to see that proper clearance exists to insure safe movement for the expected train. No movement of train on siding will be attempted until train to be met has passed.

Between Likely and Wendel, Flanigan and Fernley, Susanville and Westwood, a member of crew must watch track from the rear of caboose for marks of derailment so that train may be stopped promptly. In the absence of brakeman in cupola, conductor must devote as much time as possible to watching train.

AIR-BRAKE RULE 2. Between October 1 and March 31, engineers on freight and mixed trains must open drain cocks on main reservoirs and dirt collectors on engine and tender and free them from all condensation at every train-inspection point, and at any other time when opportunity permits. Yard engineers will do this when taking charge of engine and as often afterwards as opportunity permits.

AIR-BRAKE RULE 11. Air-brake inspection at points where no car-inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, will be made as follows:

After train is made up and engine attached, the engineer will apply brakes with 20-pound service reduction and leave them applied. Trainmen will then pass along train to determine that brake is applied on each car. Numbers of any cars found with inoperative air brakes will be reported on Form 2809 and such cars will be assembled and switched to rear of train, next ahead of caboose, before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake-pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, latter will comply with last part of Rule 11 to avoid brakes sticking from an overcharge of the brake system, etc.

If necessary to switch any cars to rear account inoperative brakes, Rule 17 will be complied with before departure.

Rule 34 will be observed to determine by rolling inspection that each brake releases properly.

AIR-BRAKE RULE 13. At lay-over points for passenger equipment, where there are no car-inspectors, crews will make air-brake test before starting on initial trip, as follows: Brake pipe will be fully charged, engineer shall then apply air brake; trainmen will examine each car to see whether all brakes are applied. If all brakes apply, trainmen will give signal 16-E from rear car, examine each car in train to see that all brakes release, and report condition to the engineer.

CARLIN. Upon arrival of passenger trains, the incoming engineer will release the air-brake after train comes to rest at the designated station stop, unless the engine is to be detached, in which case the brakes will be left applied.

Just before the train is ready to proceed the outgoing engineer will make an "Application and Release" test from the engine when inspector or trainmen will note that the rear brakes of train apply and will then signal for a release, noting that rear brakes do release.

AIR-BRAKE RULE 16. Running air-brake test shall be made at:

Moor..............	Westward	Valley Pass...	Eastward
Crest.............	Westward	Sage Hen.....	Both Directions
Viewland..........	Westward	Westwood Jct.,	Both Directions

Unless helper added or brake pipe separated, not necessary to make running air-brake test leaving Imlay and Montello.

AIR-BRAKE RULE 17. Rear-end air-brake test shall be made at:

WESTWOOD JUNCTION—Eastward freight and mixed trains.
VIEWLAND—Westward freight trains.
CREST—Westward freight trains.
SAGE HEN—All freight trains.
COBRE—Eastward freight trains.

MOOR—Westward freight trains. Except when stop for inspection and turning up retainers is made at Anthony, rear-end air-brake test may be made at Anthony.

AIR-BRAKE RULE 56. Retaining valves will be turned up on freight and mixed trains as follows:

Anthony or Moor to Wells—	One	Retainer	for	Each	150 M's
Cobre to Montello..........	"	"	"	"	150 M's
Promontory to Blue Creek..	"	"	"	"	140 M's
Promontory to Lake........	"	"	"	"	150 M's
M.P. 708 to Terrace........	"	"	"	"	150 M's
M.P. 708 to Matlin.........	"	"	"	"	150 M's
2½ Miles West of Goumaz to Susanville			"	"	130 M's
Sage Hen to Madeline......	"	"	"	"	140 M's
Crest to Karlo............	"	"	"	"	120 M's
Viewland to Wendel........	"	"	"	"	140 M's
Sage Hen to Likely.........	"	"	"	"	140 M's

When all retainers are not used, the required number will be turned up solid on the head-end of train.

Eastward freight trains stopped at Madeline may, to avoid stopping at Sage Hen, make inspection and rear-end test and turn up retainers at Madeline. Westward freight trains stopped at Karlo may, to avoid stopping at Viewland, make inspection and rear-end test and turn up retainers at Karlo.

Retainers will be used between Tecoma and Lucin when necessary in the judgment of conductor and engineer, except that on trains averaging one hundred M's or more per car, one retaining valve will be used for every two hundred M's in train.

Where retainers are used, the speed of freight trains on any grade of over one per cent must not exceed 25 miles per hour. On grades of this character more than five miles long the time consumed in traveling any one mile of the first five miles must not be less than three minutes. This will not be authority to exceed specified speed restrictions.

All retainers will be turned up on express and other trains of passenger equipment when composed of 19 or more cars Cobre to Montello and Moor to Wells.

Eight retainers will be turned up on head-end of trains of passenger equipment when composed of 12 or more cars between Sage Hen and Likely, and between Crest and Horse Lake.

USE OF JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE

(A) Between Weso and Alazon, tracks of Southern Pacific Company and Western Pacific Railroad will be used jointly. All eastward trains of both companies will use Western Pacific track, and all westward trains of both companies will use Southern Pacific track, unless otherwise instructed by train-order, except as provided in Rules U and Z hereof. Each railroad will be operated under single track rules.

(B) When a block signal indicates "Stop", eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by Rule 509 applicable to double track.

Where eastward signals on Southern Pacific and westward signals on Western Pacific are maintained, trains stopped by such signals will be governed by Rule 509, applicable to single track.

(C) Dispatchers will use following forms to authorize movement of eastward extras on Southern Pacific track, and westward extras on Western Pacific track; or to create work extras on either track:

Example 1—"Eng.________run extra on________Pacific track________ to________"

Example 2—"Eng.________works extra on________Pacific track________ ________M until________M between________and________"

(D) Eastward regular trains and westward Western Pacific first-class trains will register by ticket at Weso. Other trains will not register.

Operator Weso will enter on register information furnished by register ticket and will transmit only the registration of Southern Pacific eastward first-class trains to Western Pacific operator at Winnemucca who will enter same on register.

Eastward Western Pacific first-class trains will register by ticket at Western Pacific Carlin and operator will enter same on joint register at Southern Pacific station, Carlin. Eastward Southern Pacific trains will register on joint register at Southern Pacific Carlin. A first-class eastward train which does not reach East Carlin within 15 minutes from its leaving time as registered, will run expecting to find a train running ahead of it, East Carlin to Elko.

Eastward Southern Pacific first-class trains may register by ticket at Elko. Eastward Southern Pacific second-class and extra trains will not register at Elko. Last paragraph Rule 96 will not apply when sections of second-class trains are created at Western Pacific Elko.

At Southern Pacific Elko only first-class trains will register and they will do so by ticket. Registration of first-class trains will be transmitted to Western Pacific operator at Elko who will enter same on register. A first-class westward train which does not reach West Elko within 15 minutes from its leaving time as registered at Southern Pacific Elko, will run expecting to find train running ahead of it West Elko to Carlin.

All eastward Southern Pacific trains and westward regular Southern Pacific and Western Pacific trains will register at Alazon by ticket.

(E) **Rule 83** will not apply at Weso, Carlin and Elko as between trains of the same class.

(F) **Rules 83, 83 (D) and 206 (A)** will not apply to Southern Pacific trains at Western Pacific Elko, but they will be governed by train-order signal, and at Carlin will be governed by train register and second paragraph of Rule 83 (B).

(G) **Rule 83 (B).** When an eastward schedule or section is checked on register at Imlay or Western Pacific Winnemucca, or after having been passed between Imlay and Weso by a regular train, it will not be necessary to check register at Weso against the same train.

When an eastward schedule or section is checked on register at Carlin by a Southern Pacific train, or at Elko by a Western Pacific train, or after having been passed between Carlin and Alazon by a regular train, it will not be necessary to check register at Alazon against the same train.

(H) **Rule 96.** Sections of regular trains may be created Weso to West Carlin or Carlin on Western Pacific tracks.

Second paragraph of Rule 83 (B) will not apply at Carlin to work extras and westward extras on Western Pacific tracks. Such trains must not leave Western Pacific Carlin until it has been ascertained whether all regular trains due have arrived or left.

(I) **Rules 83 (D) and 206 (A).** A clearance authorizing an eastward Southern Pacific regular train at Weso will apply only to Carlin, where another clearance must be obtained authorizing train Carlin to Alazon.

(J) **Rules 83 (D) and 206 (A).** Eastward Southern Pacific extra trains will obtain clearance at Alazon. Other Southern Pacific trains will be governed by train-order signal.

(K) When trains on which crew changes are made on Western Pacific track at Carlin are departing, they must move with caution not exceeding 12 miles per hour until reaching a point where next signal indication can be clearly seen and intervening track can be seen to be clear.

(L) **Southern Pacific Rule 21 (D)** will not apply to Southern Pacific and Western Pacific engines on Southern Pacific track between Alazon and Weso.

(M) **Rule 83 (B).** When a westward schedule or section is checked on register at Wendover by a Western Pacific train, or after having been passed between Wendover and Alazon by a regular train, it will not be necessary to check register at Alazon against the same train.

(N) **Rules 83 (D) and 206 (A).** A clearance authorizing a westward Western Pacific first-class train at Alazon will authorize such first-class train Alazon to Carlin. A clearance authorizing a westward Western Pacific second or third-class train at Alazon will apply only to Elko where another clearance must be obtained authorizing such train Elko to Carlin.

(O) **Rule 96.** Sections of second and inferior class trains may be created Alazon to Elko on Southern Pacific tracks.

Second paragraph of Rule 83 (B) will not apply at Elko to work extras and eastward extras on Southern Pacific tracks. Such trains must not leave Elko until it has been ascertained whether second and inferior class trains due have arrived or left.

(P) Third paragraph of Southern Pacific Rule 220 will apply to westward Western Pacific first-class trains at Southern Pacific Elko.

(Q) **Palisade.** E. N. Ry. Crossing, M. P. 635.4, interlocked.

Interlocking limits—Western Pacific tracks: Extend from Signal SA 6352, located 500 feet west of west portal of Tunnel 39 to interlocking signal located 1090 feet east of east portal of Tunnel 39. If Signal SA 6352 indicates "Stop", be governed by Rules 663 and 509. If interlocking signal located 1090 feet east of east portal of Tunnel 39 indicates "Stop," be governed by Rule 663.

Interlocking limits—Southern Pacific tracks: Extend from Signal SA 5255, located 800 feet east of east portal of Tunnel 1, governing westward movements, to interlocking signal located 500 feet west of west portal of Tunnel 1, governing eastward movements. Trains stopped by Signals SA 5255 or SA 5254 will be governed by Rules 663 and 509. Trains stopped by interlocking signal located 500 feet west of west portal of Tunnel 1 will be governed by Rule 663.

(R) **West Carlin** Main track Detour switch, M.P. 643.4, interlocked.

Interlocking limits—Extend from Signal SA 6434, located 100 feet west of remote-controlled switch, to dwarf interlocking signal located 350 feet east on main track, governing westward movements on main track, and to dwarf interlocking signal located 350 feet east on detour, governing westward movements to main track.

If signals indicate "Stop", be governed by Rule 663 (b), and, when authorized by signal operator, crank switch if route is not properly lined.

Telephone, crank and instructions are in box on post opposite switch.

West Carlin Detour extends from remote-controlled switch on Western Pacific main track at West Carlin to connection with Southern Pacific main track at west end of Carlin Yard.

(S) **East Carlin.** Detour extends from east ice house lead on Southern Pacific to East Carlin on Western Pacific.

Oil-buffer spring-switch at junction is normally lined for Western Pacific main track. Westward trains or engines must STOP and examine switch points before moving over this switch.

Trains or engines moving over east detour at Carlin onto Western Pacific main track which find Signal 6458 in stop position, after stopping and before proceeding, must provide flag protection against eastward train on Western Pacific main track. If eastward train is seen or known to be approaching, train on detour must not foul Western Pacific main track until approaching train has passed or comes to a stop.

(T) **Rule 667:** In addition, running switches must not be made, injectors used nor boosters started passing over remote-controlled switch West Carlin and oil-buffer spring-switch East Carlin.

(U) Eastward Southern Pacific freight trains and other trains when so directed, also engines moving between Western Pacific and Southern Pacific yards, will use East and/or West Carlin detours.

(V) Crossover, Third Street, Western Pacific Elko Yard.

Switch indicator located at inside switch. In connection with Rule 512, before starting crossover movement trainmen will note switch indicator signal and if block is not occupied, switches may then be lined for crossover movement provided train which is to use crossover is ready for movement. When switch indicator signal indicates "Block Occupied" switches must not be lined for crossover movement until approaching train has passed, or stopped clear of crossover. Before crossing over, trainmen must leave lighted fusee and, when necessary, torpedoes on main track sufficient distance from crossover to insure full protection. The above in no way relieves trains approaching on main track from complying with Rule 93.

(W) **Elko.** East detour extends from south siding of Southern Pacific to Western Pacific freight yard.

(X) **West Elko.** Detour extends from Western Pacific freight yard to West Elko on Southern Pacific.

Oil-buffer spring-switch at junction is normally lined for Southern Pacific main track. Eastward trains or engines must STOP and examine switch points before moving over this switch.

Trains or engines moving over west detour at Elko onto Southern Pacific main track which find Signal 5545 in stop position, after stopping and before proceeding, must provide flag protection against westward train on Southern Pacific main track. If westward train is seen or known to be approaching, train on detour must not foul Southern Pacific main track until approaching train has passed or come to a stop.

(Y) **Rule 667:** In addition, running switches must not be made, injectors used nor boosters started passing over oil-buffer spring-switch West Elko.

(Z) Westward Western Pacific freight trains and engines and other trains when so directed, also engines moving between Southern Pacific and Western Pacific yards, will use East and/or West Elko detours.

(AA) Western Pacific and Southern Pacific main track connections, Weso, West Carlin and Alazon, interlocked.

Alazon

West limits: Signal SA-7136 on Western Pacific track and a point on Southern Pacific track opposite W. P. Signal SA-7136.

East limits: Signal SA-7137 on Western Pacific track and Signal SA-6035 on westward Southern Pacific track and a point opposite signal SA-6035 on eastward Southern Pacific track.

East switch Alazon siding not interlocked.

At Alazon, trains or engines desiring to enter interlocking limits when no signal provided to govern the movement, including movement to main track from east switch of siding, must first receive authority from signal operator.

ENGINE WHISTLE SIGNALS

WESO

Eastward—From W. P. or S. P.
To WP — Upper arm — o —— ——
To SP — Lower arm — o —— o

Westward—From S. P.
To SP — Upper arm — o —— o
To WP — Lower arm — o —— ——

Westward—From W. P.
To SP — Dwarf signal — o —— o
To WP — Dwarf signal — o —— ——

WEST CARLIN

Eastward
To Main track — Upper arm — o —— ——
To Detour — Lower arm — o —— o

ALAZON

Eastward
To WP — Upper arm — o —— ——
To SP — Lower arm — o —— o

Westward—From S. P. or W. P.
To WP o —— ——
To SP o —— o

When train has been given interlocking signal at any point and does not wish to use the route, give whistle signal o o —— o o for information of signal operator.

MISCELLANEOUS

1. Water or oil will not be taken at Wells on westward freight trains nor at Goumaz on eastward freight trains without detaching engine.

In all cases with heavy freight trains where necessary to make a short move to reach water or oil column, including that required to spot second engine of double header, engines must be cut off.

4. For the purpose of pushing trains out of yards:

(a) No engine will be placed behind wooden-underframe caboose or other wooden-frame equipment.

(b) Engines of 4000 or 4100 class will not be placed behind steel-under-frame cabooses.

(c) Air will not be coupled through pusher engine.

(d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold coupler pin from dropping, thus making it unnecessary for employes to uncouple pusher engine when cutting off.

(e) In no case will the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

(f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

In helper service:

(a) No helper engine will be placed behind wooden-underframe cars or cabooses.

(b) Helper engines heavier than Consolidation type will not be placed behind steel-underframe cabooses between Montello-Valley Pass, Wells-Moor and Alturas-Wendel.

(c) In no case will more than one helper engine be placed behind steel-underframe cabooses.

(d) When helper engines are used in rear of freight trains, Consolidation and lighter class must be placed behind heavier class.

(e) Engines with cars must not be cut off or coupled to a train while the train is in motion.

8. At points where engine is to be changed, or cars are to be set out or picked up on passenger trains, rear brakeman will open steam valve on rear of train at station one-mile board and engineman will shut off the steam one-half mile from station.

10. RESTRICTED TRACKS. AC 4-5-6, F, GS, MT, and P class engines must not enter Pigeon Pit, Perth Pit, Fernley Sand Pit, Quarry tracks Lakeside except Mountain Track in West Quarry at Lakeside to a point ten (10) cars west of water track switch, Quarry tracks Lucin and Palisade except as far as the west face of the bins, and must not operate on Mina, Wadsworth, or Alturas, sub-divisions.

Engines exceeding 230,000 pounds on drivers must not be operated on Fertilizer spur Lovelock, Triolite spur Vivian, or Hesson-Standard Oil Co. spur Elko.

Engines exceeding 160,000 pounds on drivers must not be operated on Promontory Branch.

Engines must not go on spur Allen; Old Mill track located on north side Hazen, or on temporary outfit spur on north side Lovelock.

AC and Mikado engines must not use old wye at Likely.

Engines exceeding 210,000 pounds on drivers must not be operated on Palisade transfer trestle.

AC and Mikado type engines must not use any Fruit Growers Supply Company's tracks at Susanville, except main spur leading to Mill Pond and straight tracks on which scales are located, nor enter sump track at Susanville from west, and will not use planing mill track of Lassen Lumber and Box Company. Engines will not move past unloading dock on Lassen Lumber and Box Company's pond track. Engines heavier than 200,000 pounds on drivers must not be used on Red River Lumber Company tracks to Springfield Cedar Mill, Susanville. Engines must not exceed ten (10) miles per hour on this track.

Sand-loading track Fernley will not accommodate equipment higher than Hart convertible ballast cars. Engines switching this pit will hold on to about 10 cars.

No locomotive other than six-wheel switch engines are permitted on any industry track north of the westward main track between Park Street and W. P. interchange at Reno.

12. Engines equipped with snow-plow requiring use of long draw-bars must not be coupled behind other equipment when used as helpers. This will not apply to Consolidation engines equipped with snow-plow when used as helper engines out of Alturas, behind caboose with all-steel equipment.

20. Handling of freight cars in trains behind passenger cars carrying passengers is prohibited.

Baggage, express, mail, refrigerator, or other head-end cars will not be handled on rear of passenger trains unless trainmen can pass through them.

The term "freight car" does not include a baggage, express, or mail car, or a caboose.

SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	25	2.24	39	1.33	53	1.08	68	0.53
8	7.30	26	2.18	40	1.30	54	1.06	69	0.52
10	6.00	27	2.13	41	1.27	55	1.05	70	0.51
12	5.00	28	2.08	42	1.25	56	1.04	72	0.50
15	4.00	29	2.04	43	1.23	57	1.03	74	0.49
16	3.45	30	2.00	44	1.21	58	1.02	75	0.48
17	3.31	31	1.56	45	1.20	59	1.01	76	0.47
18	3.20	32	1.52	46	1.18	60	1.00	78	0.46
19	3.09	33	1.49	47	1.16	61	0.59	80	0.45
20	3.00	34	1.45	48	1.15	62	0.58	82	0.44
21	2.51	35	1.42	49	1.13	63	0.57	84	0.43
22	2.43	36	1.40	50	1.12	64	0.56	85	0.42
23	2.36	37	1.37	51	1.10	65	0.55	90	0.40
24	2.30	38	1.34	52	1.09	67	0.54	95	0.38

STRUCTURES LESS THAN STANDARD CLEARANCE

M. P.	DESCRIPTION	NO.	OVER	EAST OF
242.90	Transfer Track		Side	Reno
249.84	Bridge	5	Truckee River	Vista
258.07	Bridge	7	Truckee River	Ditho
262.51	Bridge	8	Truckee River	Clark
264.48	Bridge	9	Truckee River	Clark
264.70	Bridge	10	Truckee River	Clark
268.25	Bridge	11	Truckee River	Thisbe
268.69	Bridge	12	Truckee River	Thisbe
436.16	Bridge	2	Humboldt River	Golconda
441.53	Bridge	3	Humboldt River	Preble
518.32	Bridge	4	Humboldt River	Harney
518.54	Bridge	5	Humboldt River	Harney
518.80	Bridge	6	Humboldt River	Harney
519.18	Bridge	7	Humboldt River	Harney
519.70	Bridge	8	Humboldt River	Harney
520.16	Bridge	9	Humboldt River	Harney
520.56	Bridge	10	Humboldt River	Harney
520.92	Bridge	11	Humboldt River	Harney
522.07	Bridge	12	Humboldt River	Gerald
522.35	Bridge	13	Humboldt River	Gerald
523.09	W. P. Crossing		S. P. Track	Gerald
523.34	Bridge	14	Humboldt River	Gerald
525.02	Tunnel	1		Gerald
525.42	Bridge	16	Humboldt River	Gerald
538.23	Bridge	17	Humboldt River	Vivian
538.92	Bridge	18	Humboldt River	Vivian
539.47	Bridge	19	Humboldt River	Vivian
539.54	Tunnel	2		Vivian
539.93	Bridge	20	Humboldt River	Vivian
540.89	Bridge	21	Humboldt River	Tonka
541.16	Bridge	22	Humboldt River	Tonka
541.64	Bridge	23	Humboldt River	Tonka
542.45	Bridge	24	Humboldt River	Tonka
566.55	Tunnel	3		Osino
567.19	Bridge	25	Humboldt River	Osino
568.26	Bridge	26	Humboldt River	Ryndon
568.68	Tunnel	4		Ryndon
569.85	Bridge	27	Humboldt River	Ryndon
570.36	Bridge	28	Humboldt River	Ryndon
570.57	Tunnel	5		Ryndon
778.49	Bridge	2	Weber River	West Weber (eastward track)

Attention of all employees is directed to above list of structures and trainmen are notified that it is dangerous to stand on high cars in passing through them.

SPEED RESTRICTIONS

Maximum speed of Passenger trains must not exceed 50 M. P. H. and Freight and Mixed trains 35 M. P. H., except as otherwise provided for.

Speed restrictions in miles per hour, will apply as follows:

		PASSENGER						FREIGHT			LIGHT ENGINES RUNNING FORWARD			
Page No.	BETWEEN	Streamliner Deisel Power Unit	Maximum Except Streamliner Deisel Power Unit	T 26, 32, 37, 40 A E P GS 1 MT 1, 2, 3, 4, 5 WP. Ry., TP 29 and MT McKeen and Gas Elec. Cars	T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58; MK 5, 6, 7, 8, 9, M WPRy., MK 60	C 18 to 29 Incl. C 2 to 10 Inc.; F 1, 3, 4, 5, 6; AC 4, 5, 6 MM 2; AM 2; SP 1, 2, 3 WPRy. C 43 (Engs., 21 to 65)	C 12, 15, 17 MC 2, 4, 6 AC 1, 2, 3 MK 2, 4, 10 TW WPRy. C 43 (Engines 1 to 20)	Freight and Mixed	Engines backing except S-SE Type	Switch Engines S-SE Type, Forward, Backward and Light	E P A MT 1, 2, 3, 4, 5 GS 1 WPRy. TP 29	T 26, 32, 37, 40	M, T 1, 2, 8, 9, 23, 28, 31, 36, 37, 57, 58 C 2-10, Incl. C 18-29 Incl. MK 5, 6, 7, 8, 9 F 1, 3, 4, 5, 6 SP 1, 2, 3	C 12, 15, 17 TW, MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3 AC 4, 5, 6 MM 2; AM 2 WPRy., MK C 43
2, 3, 4, 5	Sparks and Ogden, except as follows:	80	60	60	50	45	40	40	30	20	45	40	35	30
2	West switch and east P.F.E. switch, Sparks	15	15	15	15	15	15	15	15	15	15	15	15	15
2	M. P. 252 to 254, and 262 to 264 and curve M. P. 271	60	50	50	50	45	40	40	30	20	45	40	35	30
2	On curve M. P. 274	55	50	50	50	45	40	40	30	20	45	40	35	30
2	Eastward—M.P. 274.20 (west of Fernley) to M.P. 383 (Imlay)	95	65	65	50	45	40	40	30	20 20	45	40	35	30
2	Imlay to Oreana, westward track	80	55	55	50	45	40	40	30	20	45	40	35	30
2	Westward—M.P. 358.24 (Oreana) to M.P. 274.20 (West of Fernley)	95	65	65	50	45	40	40	30	20	45	40	35	30
2	Perth, end of double track	35	35	35	35	35	35	35	30	20	35	35	35	30
2	Lovelock, passing station	30	30	30	30	30	30	30	30	20	30	30	30	30
2-3	Imlay, between outside switches	60	40	40	40	40	40	20	20	20	20	20	20	20
3	Rose Creek, end of double track, westward not using turnout	95	65	65	50	45	40	40	30	20	45	40	35	30
3	Rose Creek, end of double track, using turnout	35	35	35	35	35	35	35	30	20	35	35	35	30
3	Rose Creek to M.P. 403.25 westward track	95	65	65	50	45	40	40	30	20	45	40	35	30
3	M.P. 403.25 to Imlay westward track	80	55	55	50	45	40	40	30	20	45	40	35	30
3	Winnemucca, Bridge Street	30	30	30	30	30	30	30	30	20	30	30	30	30
3	Weso, through interlocking plant using turnouts	25	25	25	25	25	25	25	25	20	25	25	25	25
3	M.P. 426 to M. P. 427½	60	50	50	50	45	40	40	30	20	45	40	35	30
3	Westward M.P. 487.69 (Argenta) to M.P. 428.57 (Eglon)	95	65	65	50	45	40	40	30	20	45	40	35	30
3	Westward M.P. 426.00 (Eglon) to M.P. 406.72 (Rose Creek)	95	65	65	50	45	40	40	30	20	45	40	35	30
3	Eastward M.P. 385 (Imlay) to M.P. 420.87 (Weso)	95	65	65	50	45	40	40	30	20	45	40	35	30
3	Battle Mountain—Passing station	60	40	40	40	40	40	40	30	20	40	40	35	30
3	Shoshone Point curve M.P. 501	55	50	50	50	45	40	40	30	20	45	40	35	30
3	Between M.P. 517½-519½	60	50	50	50	45	40	40	30	20	45	40	35	30
3	Between M.P. 522-525	55	50	50	50	45	40	40	30	20	45	40	35	30
3	Over crossings Eureka, Nevada Railway west of Palisade	30	30	30	30	30	30	20	20	20	30	30	30	30
3	Three miles west of Tyrol to Palisade	50	40	40	40	40	40	40	30	20	40	40	35	30
3	M.P. 530½ to M.P. 532½	60	50	50	50	45	40	40	30	20	45	40	35	30
3-4	Carlin between west detour switch and east end icing platform	30	30	30	30	30	30	30	30	20	30	30	30	30
4	Through Tunnels	50	45	45	45	45	30	15	15	15	15	15	15	15
4	On curve at M.P. 541½	60	50	50	50	45	40	40	30	20	45	40	35	30
4	Westward M.P. 607.55 (Wells) to M.P. 573.15 (Elburz)	95	65	65	50	45	40	40	30	20	45	40	35	30
4	Westward M.P. 564.30 (Osino) to M.P. 542.20 (Moleen-Tonka)	95	65	65	50	45	40	40	30	20	45	40	35	30
4	Alazon—Through Interlocking Plant, using turnouts	25	25	25	25	25	25	25	25	20	25	25	25	25
4	Wells, passing station	30	30	30	30	30	30	30	30	20	30	30	30	30
4	Wells to Moor, either track	40	35	35	35	35	35	35	30	20	35	35	35	30
4	Moor to Wells—Eastward track	40	30	30	30	30	30	20	20	20	30	30	30	30
4	Moor to M.P. 611.40, westward track	54	45	45	45	45	40	20	20	20	35	35	35	30
4	M.P. 611.40 to Wells, westward track	54	45	45	45	45	40	25	20	20	35	35	35	30
4	Moor and Valley Pass, leaving double track through crossover	25	25	25	25	25	25	25	25	20	25	25	25	25
4	Between Moor and Icarus, on curves	60												
4	Between Moor and Icarus, on straight track	80												
4	Between Moor and Icarus		50	50	50	45	40	40	30	20	45	40	35	30
4	Between Icarus & Cobre	80	60	60	50	45	40	35	30	20	45	40	35	30
4	Cobre to Loray, eastward track	54	45	45	45	45	40	20	20	20	35	35	35	30
4	Loray to Tioga, eastward track	54	45	45	45	45	40	25	25	25	35	35	35	30
4	Tioga to Montello, eastward track	60	50	50	50	45	40	25	25	25	35	35	35	30
4	Cobre to Montello, westward track	40	30	30	30	30	30	25	25	25	35	35	35	30
4	Montello to Cobre, either track	40	40	40	40	40	30	20	20	20	30	30	30	30
4-5	Montello, between outside switches	60	40	40	40	40	40	35	30	20	40	40	35	30
5	Eastward M.P. 661.78 (Montello) to Tecoma	95	65	65	50	45	40	40	30	20	45	40	35	30

SPEED RESTRICTIONS

Maximum Speed of Passenger trains must not exceed 50 M.P.H. and Freight and Mixed trains 35 M.P.H. except as otherwise provided for.

Speed restrictions in miles per hour, will apply as follows:

		PASSENGER						FREIGHT			LIGHT ENGINES RUNNING FORWARD			
Page No.	BETWEEN	Streamliner Diesel Power Unit	Maximum Except Streamliner Diesel Power Unit	T 26, 32, 37, 40 A E P GS 1 MT 1, 2, 3, 4, 5 WP. Ry., TP 29 and MT McKeen and Gas Elec. Cars	T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58; MK 5, 6, 7, 8, 9, M WPRy., MK 60	C 18 to 29 Incl. C 2 to 10 Inc.; F 1, 3, 4, 5, 6; AC 4, 5, 6 MM 2; AM 2; SP 1, 2, 3 WPRy. C 43 (Engs., 21 to 65)	C 12, 15, 17 MC 2, 4, 6 AC 1, 2, 3 MK 2, 4, 10 TW WPRy. C 43 (Engines 1 to 20)	Freight and Mixed	Engines backing except S-SE Type	Switch Engines S-SE Type, Forward, Backward and Light	E P A MT 1, 2, 3, 4, 5 GS 1 WPRy. TP 29	T 26, 32, 37, 40	M, T 1, 2, 8, 9, 23, 28, 31, 36, 37, 57, 58 C 2-10, Incl. C 18-29 Incl. MK 5, 6, 7, 8, 9 F 1, 3, 4, 5, 6 SP 1, 2, 3	C 12, 15, 17 TW, MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3 AC 4, 5, 6 MM 2; AM 2 WPRy., MK C 43
2, 3, 4, 5	Sparks and Ogden, except as follows:	80	60	60	50	45	40	40	30	20	45	40	35	30
5	Eastward Tecoma to Lucin	95	65	65	50	45	40	35	30	20	45	40	35	30
5	Westward Lucin to Montello	80	60	60	50	45	40	40	30	20	45	40	35	30
5	Lucin and Lakeside, entering double track	35	35	35	35	35	35	35	30	20	35	35	35	30
5	Between Lucin and M.P. 682.25 (Pigeon)	95	65	65	50	45	40	40	30	20	45	40	35	30
5	Between M.P. 682.25 (Pigeon) and M.P. 706 (Newfoundland)	80	60	60	50	45	40	40	30	20	45	40	35	30
5	Between M.P. 734.60 (Lakeside) and M.P. 706 (Newfoundland)	95	65	65	50	45	40	40	30	20	45	40	35	30
5	Between M.P. 735 and M.P. 740 (Rambo Fill)	60	55	55	50	45	40	35	30	20	45	40	35	30
5	Between M.P. 740 and M.P. 752 (Salt Lake Trestle)	30	20	20	20	20	20	15	15	15	20	20	20	20
5	Between M.P. 752 and M.P. 754 (Saline Fill)	60	55	55	50	45	40	35	30	20	45	40	35	30
5	Eastward Saline to mile board west of Promontory Point	95												
5	Between M.P. 759 and west switch Little Mt.	60	55	55	50	45	40	35	30	20	45	40	35	30
5	Turnout Engle and east switches Midlake and Colin	30	20	20	20	20	20	15	15	15	20	20	20	20
5	Bridge, leaving double track through turnout	35	35	35	35	35	35	15	20	20	20	20	20	20
5	Westward—M.P. 775.54 (West Weber) to M.P. 766.50 (Bagley Fill)	95	65	65	50	45	40	40	30	20	45	40	35	30
5	Eastward M.P. 771 (West of Reese) to M.P. 780.58 (Ogden Yard Limit)	95	65	65	50	45	40	40	30	20	45	40	35	30
2, 3, 4, 5	Turnouts and crossovers unless otherwise provided	10	10	10	10	10	10	10	10	10	10	10	10	10

SPEED RESTRICTIONS—Continued.

Speed restrictions in miles per hour, will apply as follows:

		PASSENGER		FREIGHT			LIGHT ENGINES RUNNING FORWARD
Page No.	BETWEEN	Maximum	T 1, 2, 8, 23, 26, 28, M, TW C 5, 8, 9, 10 MK 2, 4, 5, 6 AC 1, 2, 3	Freight and Mixed Maximum	Engines Backing	Switch Engines S-SE Type with Train or Light	T, 1, 2, 8, 23, 26, 28 M, TW C 5, 8, 9, 10 MK 2, 4, 5, 6 AC 1, 2, 3,
6, 7	Between Fernley and Alturas; Wendel and Susanville, except as follows:	40	40	30	15	20	30
6	On curves indicated by slow boards between M.P. 285 and M.P. 361	35	35	30	15	20	30
6	Between M.P. 361 and Viewland	30	30	20	15	20	30
6	On curve between M.P. 367 and M. P. 368	35	35	30	15	20	30
6	Between M.P. 375 and M. P. 385	30	30	20	15	20	30
6	Eastward from Crest to M.P. 395	30	30	20	15	20	30
6	Westward from M.P. 395 to Crest	30	30	30	15	20	30
6	Crest to M.P. 385	25	25	20	15	20	25
6	On curve at M.P. 391	25	20	20	15	15	20
6	On curve at M.P. 415	35	35	30	15	20	30
6	Between Madeline and Sagehen	30	30	20	15	20	30
6	Between Sagehen and M.P. 438	25	25	20	15	20	25
6	Over W.P. Crossing, Flanigan	20	20	20	15	20	20
6, 7	Wendel Yard between outside switches	15	15	15	15	15	15
7	Lucin and Kelton	20	20	20	15	20	20
7	Kelton and Corinne	25	25	25	15	20	25
7	Susanville and Westwood Junction	25	25	20	15	20	25
7	Susanville Yard, between outside switches	20	20	20	15	20	20
7	Westwood Junction and Mason	35	35	30	15	20	30
8	Fallon and Hazen	30	30	30	15	20	30
8	Hazen and Tonopah Jct	40	40	30	15	20	30
8	Mina and Tonopah Junction	40		30	15		20
6, 7, 8	Turnouts and Crossovers unless otherwise provided	10		10	10		10

2-3 4-5 Streamliner CITY OF SAN FRANCISCO, when running against the current of traffic on double track or eastward on paired track, or when handled by steam power, must not exceed speed permitted steam passenger trains under the same conditions.

6 Between M.P. 280 and yard limit Fernley, Wadsworth Sub-division, westward freight trains may run 35 miles per hour.

7 Fire train of Red River Lumber Company may make following speed:

Between Mason and Westwood Jct., 35 miles per hour; between Westwood Jct. and Susanville 25 miles per hour, and through all tunnels 10 miles per hour.

8 Between Hazen and Mina mixed trains, when handled by T 23; T 28; T 31; or smaller engines, may run 35 miles per hour.

Maximum speed for McKeen and gas electric motor cars when backing is 60 miles per hour, and restricted speed of passenger trains as indicated at various locations must be observed.

Southern Pacific Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 miles per hour. This restriction does not apply to Western Pacific engines when equipped with tender of 7,000 gallons or less.

Maximum speed for relief trains with steam derrick, 25 miles per hour.

Maximum allowable speed of trains handling logs loaded on flat or logging cars, 25 miles per hour.

Maximum allowable speed of extra passenger trains handling wooden coaches or chair cars, 40 miles per hour.

Trains consisting of engine and caboose only are considered freight trains and speed restricted accordingly, except passenger equipment with caboose attached, or engines with only caboose attached may make speed allowed steam passenger trains between Tresend and Bridge.

Engines operated coupled tender to tender must not exceed speed permitted for light engines of that class running backward.

When all the weight has been removed from any one pair of drivers on an engine, the speed must not exceed 20 miles per hour.

When all the weight has been removed from only one wheel of any pair of drivers on an engine, the speed must not exceed 30 miles per hour.

Maximum speed of any disabled engine handled in train or running under own steam must not exceed:

All classes, including S and SE engines,
when not equipped with engine trucks......20 miles per hour
When pilot removed..........................20 miles per hour
When main rod only removed.................30 miles per hour
When side rods only are removed............30 miles per hour
When both main and side rods are removed...20 miles per hour
When handled in train and all rods on........30 miles per hour

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except:

(a) Wooden baggage, express, and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local, regular or extra train contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels.

Wooden superstructure outfit cars occupied by employes will not be moved on head end of trains.

SPECIAL INSTRUCTIONS—Concluded.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED All-Steel	NOT AIR-CONDITIONED Steel Underframe	AIR-CONDITIONED All-Steel Cooling Season	AIR-CONDITIONED All-Steel Heating Season
Baggage—60 ft.	93,070			
“ —66 ft.	127,610			
“ —70 ft.	122,620			
“ —70 ft. (With Auto. End Door)	125,800			
“ —(Dynamo)	98,730			
“		87,120		
Baggage & Mail—60 ft.	103,620			
“ “ “ —69 ft.	124,760			
“ “ “ —70 ft.	129,140			
“ “ “		103,590		
“ “ Passenger	108,675	112,640		
Express Refr.—N. P. Ry		74,000		
“ “ —A. R. E. No. 40-154		78,000		
“ “ — “ “ 155-224		89,000		
“ “ — “ “ 500-506		110,000		
“ “ — “ “ 1101-1175		85,000		
“ “ —P. F. E. “ 500-799		83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
“ “ —60 ft.	105,120			
Assembly (ACI)			168,950	168,950
Club……(ACI)	146,210	122,300	172,200	164,700
Official….(NAC)	170,700	155,370		
“ (ACW)—Cars 107-128			182,800	182,800
“ (ACW)—Cars 140-141			195,040	195,040
Chair—60 ft. (ACI)	100,620		138,000	132,000
“ —72 ft. (ACI)			165,000	157,800
“ —72 ft. (ACW)			158,700	158,700
“ —Streamline—Single (ACS)			120,900	104,500
“ — “ —Art…..(ACS)			205,400	172,600
“ —74 ft. (ACI)			180,915	173,125
“ —74 ft. (ACS)			197,944	181,600
Coaches—60 ft. (ACI)	98,130		136,100	130,100
“ —70 ft. (ACI)	137,640		157,800	151,000
“ —70 ft. (ACW)	137,640		151,000	151,000
“ —72 ft. (ACI)			164,500	157,400
“ —72 ft. (ACW)			153,500	153,500
“ —73 ft. 6 in. (ACW)			163,000	163,000
“ —73 ft. 6 in. (ACI)			168,500	161,200
“ —72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
“ “ —Coach	103,875			
Cafe-Coach (ACI)		138,600	155,700	149,000
Cafe-Lounge (ACI)	148,950	161,200	173,500	166,000
“ (ACW)			156,000	156,000
Daylight—(12-cartrain) (ACS)			1,344,080	1,147,280
“ —Comb. Baggage & Coach (ACS)			118,940	102,540
“ —Art. Chair (ACS)			203,640	170,840
“ —Tavern (ACS)			130,850	114,450
“ —Diner (ACS)			129,860	113,460
“ —Parlor (ACS)			115,880	99,480
“ —Parlor-Observation (ACS)			118,690	102,290
Diner—70 ft.		135,930		
“ —72 ft.	155,330	146,930		
“ —77 ft. (Arch Roof) (ACI)	156,000		170,100	162,700
“ —77 ft. (“ “) (ACW)			162,950	162,950
“ —77 ft. (Clere Story Roof) (ACW)		165,530	169,450	169,450
“ —77 ft. (“ “ “) (ACM)			189,581	173,836
“ —79 ft. (NAC)	169,100			
“ —80 ft. (Clere Story Roof) (ACM)			201,323	184,700
Lounge (“ “ “) (ACI)			189,800	181,630
“ (Arch Roof) (ACI)			167,500	160,300
“ (“ “) (ACW)			164,980	157,780
Observation—75 ft. (ACI)	154,400		169,185	161,900
“ —77 ft. (ACI)			194,543	186,166
“		141,870		
Pullman—Observation (ACI)	160,800	153,000	177,314	169,200
“ — “ (ACM)	160,800	153,000	192,300	176,300
“ — “ Lounge (ACM)	171,200		194,900	178,900
“ — “ “ (ACI)	171,200		187,682	179,600
“ —Bedroom (ACI)	167,600		183,920	176,000
“ — “ (ACM)	167,600		195,800	179,800
“ —Sleeper (ACM)	163,100		191,100	175,100
“ — “ (ACI)	163,100		180,075	171,500
“ —Tourist (ACM)	153,000		185,200	169,200
“ — “ (ACI)	153,000		168,665	161,400
“ —49er (ACM)			1,431,840	1,319,840
“ — “ Donner Lake (ACM)			198,540	182,540
“ — “ Angel's Camp (ACM)			186,560	170,560
“ — “ Joaquin Miller (ACM)			205,450	189,450
“ — “ James Marshall (ACM)			201,100	185,100
“ — “ Capt. John Sutter (ACM)			200,450	184,450
“ — “ Gold Run (ACM)			200,540	184,540
“ — “ Bear Flag (ACM)			239,200	223,200
“ — “ Calif. Rep. (ACM)			239,200	223,200
“ —Streamliner “City of San Francisco” (ACM)			1,332,880	1,332,880
Rail, Gas-Electric—400 H.P.	158,400			
“ “ “ —600 H.P.	167,200			

*Steel underframe.

CODE:—NAC—Non-Air Conditioned.
—ACI —Air-Conditioned—Ice System.
—ACM—Air-Conditioned—Mechanical System.
—ACW—Air-Conditioned—Waukesha System.
—ACS —Air-Conditioned—Steam Ejector System.

RATING OF LOCOMOTIVES—SALT LAKE DIVISION. In M's of 1,000 pounds back of Tender.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sparks to Lovelock Moor to Holburn Pequop to Ogden Pequop to Imlay	Lovelock to Rye Patch Deeth to Wells Ogden to Lucin Valley Pass to Pequop Imlay to Sparks	Wells to Moor Montello to Valley Pass	Rye Patch to Deeth Holborn to Pequop	Lucin to Montello	Hazen and Wabuska	Wabuska and Mina	Fernley to Wendel and Wendel to Fernley	Likely to Sage Hen Ravendale to Crest Wendel to Viewland Karlo to Crest Madeline to Sage Hen	Sage Hen to Ravendale Crest to Karlo Viewland to Wendel Viewland to Karlo Crest to Madeline Sage Hen to Alturas Yard	Alturas Yard to Likely Karlo to Viewland	Wendel to Susanville	Susanville to Westwood	Westwood to Susanville
M-4	M-63 20/28 126	1617 to 1713	190	6350	4200	1300	4800	2950	2700	1400	3800	1100	5150	3850	....	....	....
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803	200	7800	5200	1600	6000	3650	3300	1730	4600	1400	6300	4750	5400	900	1800
T-26	T-69 21/28 152-S	2283 to 2299	200	7050	4650	1400	5400	3350	2950	1500	4200	1200	5600	4200	4750	800	1600
T-23	T-63 21/28 156-S	2301 to 2310	210	8200	5400	1725	6300	3800	3450	1830	4900	....	....	....	....	1000	1900
T-23	T-63 21/28 163-SF																
T-28,31	T-63 22/28 162-S	2311 to 2362	210	9000	5900	1900	6900	4250	3800	2010	5300	....	....	....	....	....	....
T-32	T-69 23/28 174-S	2363 to 2384															
P-8,10	P-73 25/30 181-SF	2461 to 2475, 2478 to 2491	200	10000	7000	2150	7500	5000	....	....	....	....	....	....	....	....	....
P-8,10	P-73 25/30 183/B-63-SF																
C-9,10	C-57 22/30 200-SF	2513 to 2599	210	10000	7000	2150	7500	5000	4200	2200	6000	1800	8000	6000	6800	1260	2350
C-9,10	C-57 22/30 194-S	2750, 2752 to 2860															
C-8	C-57 22/30 192-S	2698 to 2749, 2751															
Mk-2,4	Mk-57 23½/30 206-S	3200 to 3240	210	12000	8700	2475	9200	6000	....	....	7250	2300	10250	7700	8000	1650	2950
Mk-2,4	Mk-57 23½/30 222-SF																
Mk-5,6	Mk-63 26/28 210-S	3241 to 3277															
Mk-5,6	Mk-63 26/28 231-SF																
F-3	F-63 29½/32 297-S	3653 to 3667	200	13500	11000	3500	11500	8100	....	....	....	....	....	....	....	....	....
F-4,5	F-63 29½/32 306/B-61-SF	3668 to 3763, 3679	200	14000	11500	3725	12000	8500	....	....	....	....	....	....	....	....	....
F-4,5	F-63 29½/32 306/B-62-SF	3764 to 3768															
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	13000	9800	2925	10500	7500	....	....	....	....	....	....	....	....	....
AC-1,2,3	AC-57 $\frac{22-22}{30}$ 441-SF	4000 to 4048	210	18500	16500	3950	17000	9100	....	....	11200	3400	13000	11250	8000	3000	4400
AC-4	AC-63 $\frac{24-24}{32}$ 475-SF	4100 to 4125	235	19900	17500	5500	18800	12500	....	....	....	....	....	....	....	....	....
AC-5	AC-63 $\frac{24-24}{32}$ 483-SF																
GS-1	GS-73 27/30 262/B-109-SF	4400 to 4409	250	13700	10400	3025	11000	7900	....	....	....	....	....	....	....	....	....
Allowance for Empty and Underloaded Car	Less than 40 M's			6	6	3	6	6	6	6	6	6	6	6	6	3	6
	40 M's to 50 M's			3	3	0	3	3	3	3	3	3	3	3	3	0	3
	More than 50 M's			0	0	0	0	0	0	0	0	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

$$\text{C-57}\overset{22}{\underset{30}{\text{———}}}187$$

“MM”—Mallet-Moguls
“MT”—Mountain Type
“M”—“Moguls”
“Mk”—“Mikado”
“TW”—Twelve-wheelers
“E”—Eight-wheelers
“P”—Pacific Type
“AC”—Articulated Consolidation
“GS”—Golden State
“C”—Consolidation engine
“T”—Ten-wheelers
“F”—Two-Ten-Two Type

COMPANY SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon
Ogden	Dr. J. R. Morrell	Division Surgeon
Ogden	Dr. W. J. Thomson	District Surgeon
Ogden	Dr. R. L. Draper	District Surgeon
Ogden	Dr. LeRoy Pugmire	Oculist and Aurist
Brigham City	Dr. R. A. Pearse	Emergency Surgeon
Montello	Dr. W. L. Howell	District Surgeon
Wells	Dr. A. C. Olmsted	District Surgeon
Elko	Dr. A. J. Hood	District Surgeon
Elko	Dr. R. P. Roantree	District Surgeon
Carlin	Dr. C. W. Eastman	District Surgeon
Battle Mountain	Dr. S. R. Clark	District Surgeon
Winnemucca	Dr. Geo. F. Pope	District Surgeon
Winnemucca	Dr. Chas. E. Swezy	District Surgeon
Imlay	Dr. John T. Beale	District Surgeon
Lovelock	Dr. J. R. Gill	District Surgeon
Sparks	Dr. H. A. Paradis	District Surgeon
Reno	Dr. W. H. Hood	Consulting Surgeon
Reno	Dr. T. H. Harper	Consulting Surgeon
Reno	Dr. Horace J. Brown	Division Surgeon, State of Nev.
Reno	Dr. F. H. Harrison	District Surgeon
Reno	Dr. John A. Fuller	Oculist and Aurist
Reno	Dr. C. W. West	District Surgeon
Reno	Dr. E. C. Creveling	Emergency Oculist and Aurist
Fallon	Dr. H. K. Wilson H. W. Sawyer	District Surgeons
Susanville	Dr. G. S. Martin	District Surgeon
Susanville	Dr. G. R. Fortson	District Surgeon
Mina	Dr. D. A. Smith	District Surgeon
Carson City	Dr. E. E. Hamer	District Surgeon
Yerrington	Dr. S. R. McGee	Emergency Surgeon
Alturas	Dr. John Stiles	District Surgeon
Westwood, Calif.	Dr. Fred J. Davis	District Surgeon

Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to, or await arrival of, Division or District Surgeon.

HOSPITALS

General Hospital—San Francisco, Cal.
Division Hospital—Dee Hospital, Ogden.
Emergency Hospital—Ogden.
Emergency Hospital—Sparks.
Emergency Hospital—Mina.

Mileage—Main Line

M.P. 238.8 west of Reno to Ogden	C.P. Ry.	542.43		
	U.P.R.R. Co.	.05		
	O.U.R. & D. Co.	.82	543.30	
M.P. 238.8 west of Reno to Ogden 2nd Track	C.P. Ry.	163.70		
	U.P.R.R. Co.	.87		
	O.U.R. & D. Co.	.16	164.73	
M.P. 275.856 Fernley to End of Div. near Paola	C.P. Ry.	82.82		
	N.C.O. Ry.	96.00	178.82	
Total Main Line				886.85

Branches

Fallon	C.P. Ry.	Hazen to Fallon	15.92	
Malad Valley	U.P.R.R. Co.	Corinne Jct. to Brigham	3.83	
Promontory	C.P. Ry.	Lucin Jct. to Beg. leased line	141.64	
	U.P.R.R. Co.	Beg. leased line to Ogden	3.37	
Westwood	C.P.Ry.	Wendel to Westwood	53.94	
Mina	C.P. Ry.	Hazen to Tonopah Jct.	137.68	
	C.P. Ry.	Tonopah Jct. to Benton	49.70	
Total Branches				406.08
Total Salt Lake Division				1292.93

LOCATION OF STRETCHERS

Ogden
Promontory Pt.
Lakeside (Quarry)
Montello
Cobre
Wells
Deeth
Elko
Carlin
Battle Mtn.
Winnemucca
Imlay
Lovelock
Hazen
Fernley
Sparks
Susanville
Westwood
Wabuska
Mina
Alturas

CHIEF TRAIN DISPATCHERS

F. W. SMITH……Ogden
H. G. VALLEAU……Sparks

ASSISTANT CHIEF TRAIN DISPATCHERS

J. E. VAIL……Ogden
CHAS. O'LAUGHLIN……Ogden
H. F. McDONALD……Sparks
L. R. NORRIS……Sparks

TRAINMASTERS

J. F. McCUISTION……Carlin
G. H. MOORE……Imlay

ROAD FOREMAN OF ENGINES

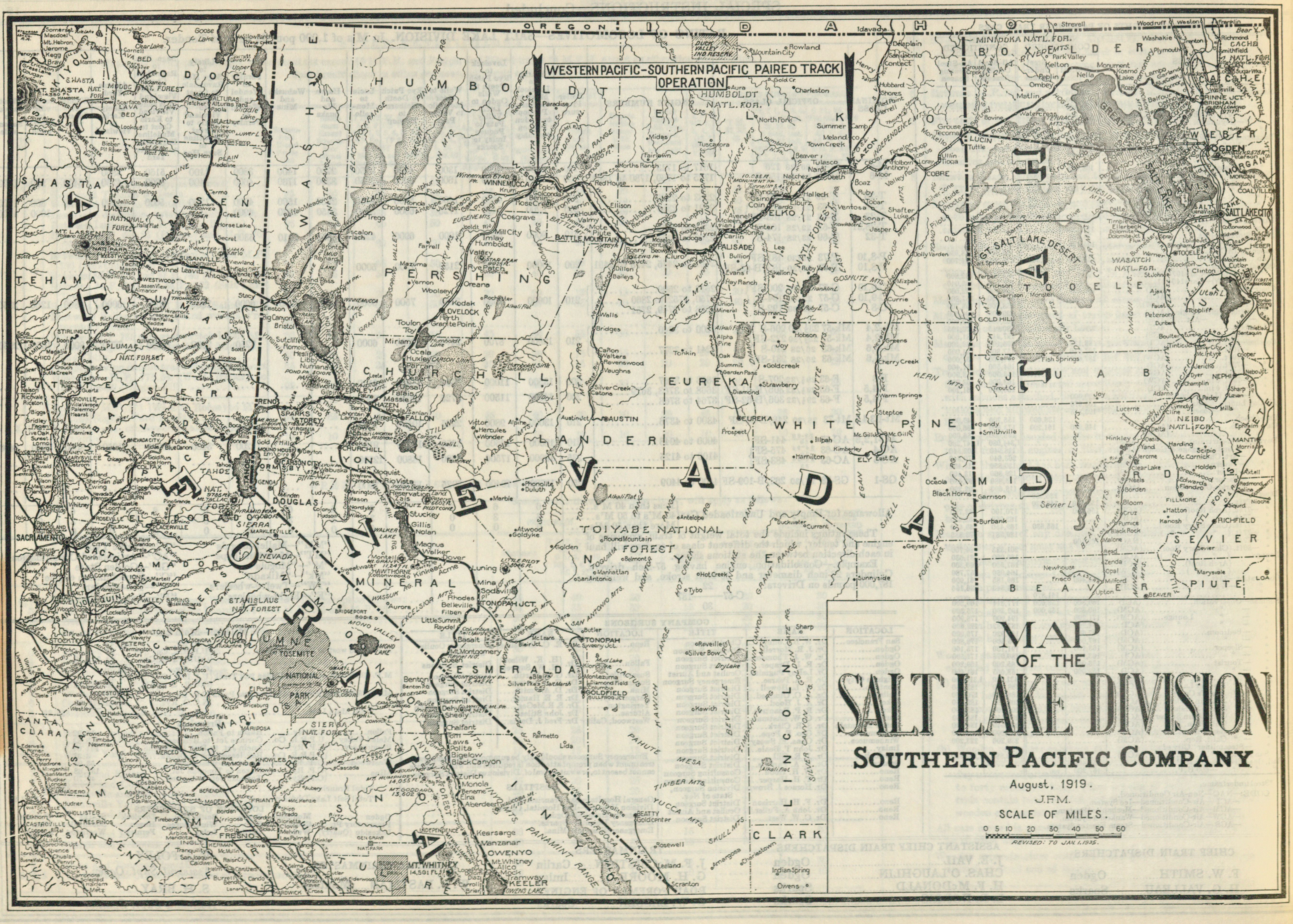
O. W. LASSEN……Sparks

TERMINAL TRAINMASTER

W. E. EASTMAN……Montello

T. J. FOLEY
Assistant Supt. Ogden.

S. H. BRAY
Assistant Supt. Sparks.


WESTERN PACIFIC-SOUTHERN PACIFIC PAIRED TRACK OPERATION
OREGON
IDAHO
CALIFORNIA
NEVADA
UTAH
HUMBOLDT
ELKO
WASHOE
PERSHING
CHURCHILL
LANDER
EUREKA
WHITE PINE
NYE
ESMERALDA
MINERAL
LYON
DOUGLAS
STOREY
LINCOLN
CLARK
BOX ELDER
WEBER
TOOELE
JUAB
MILLARD
BEAVER
SEVIER
PIUTE
MODOC
SISKIYOU
SHASTA
LASSEN
TEHAMA
PLUMAS
SIERRA
NEVADA
PLACER
EL DORADO
AMADOR
SACRAMENTO
SAN JOAQUIN
STANISLAUS
TUOLUMNE
MARIPOSA
MERCED
MADERA
FRESNO
TULARE
INYO
MONO
SANTA CLARA
SAN BENITO
SALT LAKE CITY
OGDEN
RENO
SPARKS
WINNEMUCCA
BATTLE MOUNTAIN
ELKO
CARLIN
PALISADE
LOVELOCK
FALLON
CARSON CITY
TONOPAH
GOLDFIELD
AUSTIN
EUREKA
ELY
SACRAMENTO
STOCKTON
FRESNO
LUCIN
COBRE
MT. SHASTA
MT. LASSEN
MT. WHITNEY 14,501 FT.
YOSEMITE NATIONAL PARK
TOIYABE NATIONAL FOREST
GT. SALT LAKE DESERT
GREAT SALT LAKE
UTAH L.
SEVIER L.
PYRAMID LAKE
WALKER LAKE
L. TAHOE
HUMBOLDT NATL. FOR.
HUMBOLDT NATL. FOREST
WASATCH NATL. FOR.
NEBO NATL. FOR.
MINIDOKA NATL. FOR.
SIERRA NAT. FOREST
STANISLAUS NAT. FOREST
LASSEN NATIONAL FOREST
MODOC NAT. FOREST
DUCK VALLEY IND. RESERV.

MAP OF THE SALT LAKE DIVISION

SOUTHERN PACIFIC COMPANY

August, 1919.

J.F.M.

SCALE OF MILES.

0 5 10 20 30 40 50 60

REVISED: TO JAN. 1, 1935.